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EFFECT OF NEW STEERAGE RESTRICTIONS.

The bill restricting the trans-Atlantic steerage traffic, which became effective Jan. 1, 1909, promises to inconvenience but few of the lines involved as with the present passenger movement there is no necessity for "limiting," and even if the movement were such as to require it the modern ships would not be materially affected.

That the country will soon be requiring labor is admitted and to impose unnecessary restrictions will surely result in a scarcity of the same is the argument of the steamship companies, although it is not believed that any except the older boats will have their earning capacities materially decreased by the new rules.

The bill provides in brief that it shall not be lawful for the master of any vessel whereon steerage passengers have been taken at any port or place in a foreign country or dominion (ports and places in foreign territory contiguous to the United States excepted) to bring such vessel and passengers to or take from any port or place in the United States unless the compartments, spaces and accommodations hereinafter mentioned have been provided, allotted, maintained and used for and by such passengers during the entire voyage, unobstructed by cargo, stores or goods. The master of a vessel coming to a port or place in the United States in violation of any of the provisions of this section shall be deemed guilty of a misdemeanor; and if the number of steerage passengers carried or brought in the vessel, or in any compartment, space, poop or deck house thereof, is greater than the number allowed to be carried or brought therein, respectively, as hereinafter prescribed, the said master shall be fined $50 for each and every such passenger in excess of the proper number, and may also be imprisoned not exceeding six months.

In computing the number of passengers carried or brought in any vessel, children under one year of age shall not be included, and two children between one and eight years of age shall be counted as one passenger; and any person brought in such vessel who shall have been during the voyage, taken from any other vessel wrecked or in distress on the high seas or have been picked up at sea from any boat, raft or otherwise, shall not be included in such computation.

The expression "steerage passenger" is considered to mean all passengers except cabin passengers and persons shall not be deemed cabin passengers unless the space allotted to their exclusive use is in the proportion of at least 36 clear superficial feet to each passenger.

The expression "lowest passenger deck" means the deck next below the water line; and the expression "passenger deck" includes every deck or portion of a deck which is above the lowest passenger deck and is appropriated for passengers.

A vessel shall not carry passengers, whether cabin or steerage passengers, on more than one deck below the water line.

The height between that part of any deck on which steerage passengers are carried and the deck immediately above it shall not be less than 6 ft.

No steerage passengers shall be carried on the lowest passenger deck unless it is efficiently lighted by side scuttles and otherwise to the satisfaction of the inspector.

No greater number of steerage passengers shall be carried on the lowest passenger deck than in the proportion of one steerage passenger to every 21 clear superficial feet allotted to their use. If, however, the height between the lowest passenger deck and the deck immediately above it is less than 7 ft. and the apertures, exclusive of side scuttles, through which light and air are admitted are less in size than in the proportion of 3 sq. ft. to every 100 superficial feet of that deck, no greater number of steerage passengers shall be carried on that deck than in the proportion of one steerage passenger to every 30 clear superficial feet thereof, subject to the allowance for measurement of public rooms, lavatories and bath rooms, if any, provided for by paragraph ten.

No greater number of steerage passengers may be carried on a passenger deck than in the proportion of one steerage passenger to every 18 clear superficial feet of deck allotted to their use. If, however, the height between any passenger deck and the deck immediately above it be less than 7 ft., no greater number of steerage passengers may be carried on that deck than in the proportion of one steerage passenger to every 21 clear superficial feet thereof, subject to the allowance for measurement of public rooms, lavatories and bath

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rooms, if any, provided for by paragraph ten.

A vessel, whatever be the superficial space of the passenger decks and of the lowest passenger deck, shall not carry a greater number of steerage passengers on the whole than in the proportion of one steerage passenger to every 5 superficial feet of air or promenade space provided on a deck so open as not to be included in the tonnage and approved by the inspector, and this space shall not be counted or included in the area available for any other passengers, or in other areas for steerage passengers prescribed by this section.

In the measurement of the passenger decks and of the lowest passenger deck, the space occupied by that part of the personal baggage of the steerage passengers which the inspector permits to be carried there shall be included and also on whatever deck located.

It is provided that: "(a) The space in any place appropriated to the use of steerage passengers in which they sleep shall not be less than 18 superficial feet in the case of the lowest passenger deck and 15 superficial feet in the case of a passenger deck.

"(b) Each space so included in the measurement must be clearly marked to the satisfaction of the inspector as being exclusively appropriated for the use of the steerage passengers."

Each separate compartment in which steerage passengers are berthed shall be conspicuously marked, showing the total area of such compartments.

Section 42 and so much of section 43 and 44 of the act approved Feb. 20, 1907, entitled "An Act to regulate the immigration of aliens into the United States," as provided for the repeal of section one of the passenger act of 1882 are repealed.

UNCTUOUS GRAPHITE.

Graphite has become such a popular and valuable lubricant that engineers, especially marine engineers, should know the appearance and properties of the very best graphite suitable for the purposes of lubrication. It is pretty well known that when used as a lubricant graphite should be of such quality as to give a smooth veneer or coating to the parts to be lubricated. One of the most essential qualities is purity, for where an impure graphite is used as a lubricant it carries into the machinery dangerous friction-creating materials, for the impurities of natural graphite are talc, mica, clay and sand. Nobody with good judgment would think of adding even a small percentage of either of these ingredients to oil and feel they were increasing the lubricating qualities of the oil, and the same holds good with graphite.

To be a first class lubricant, a graphite should be amorphous, very fine, soft and unctuous. It should not have brightness or luster, as brilliancy in graphite denotes ability to reflect light, and a graphite that reflects light indicates that its particles are of some measurable size and of a compact, homogeneous nature, a condition in sharp contrast to the fine, soft, unctuous qualities that assure the graphite of possessing superior merit as a lubricant. Engineers should know that brightness or blackness in graphite is no indication of its purity or value.

The International Acheson Graphite Co. of Niagara Falls is the only maker of graphite in the world. It operates the electric furnace process, and thus the company is in full control of every ounce of raw material that enters its furnaces, while it also controls the application of the furnaces during the entire period of their operation. Because of these facts and the thorough scientific skill applied, this company makes what it calls Grade "1340," Acheson-Graphite, guaranteed to be at least 99 per cent pure, very fine, soft and unctuous. The company's broad and well supported claim is that this is the world's purest and best graphite and the very best lubricating agent now known, as it is not too tough but has those beautiful spreading qualities so necessary to ideal lubrication.

GOOD MEDITERRANEAN TRADE.

Although the Mediterranean commerce of the port of New York has suffered alike with that to and from other countries it is a matter of note that it has shown so little slackening of activity during the year just closed.

Within 10 years this traffic has grown out of all proportion to that of any other section, the exports from New York to Italy alone having increased from $25,000,000 in 1899, to more than $60,000,000 in 1908, while the imports by way of New York have doubled during the decade, having advanced from $25,000,000 to $50,000,000.

Spain's trade with this country is also growing at a rapid pace as is shown by the fact that more than $21,000,000 worth of goods is now being imported from that country, while in return Spain is taking $13,500,000. Ten years ago Spain was sending us $9,000,000 worth and taking $4,000,000. There is also a reasonable development of our traffic with Marseilles and the French Mediterranean, which promises to furnish a rapid increase in the future, while Austria-Hungary and even Greece are showing decided increases both in exports and imports.

The ebb and flow of the tide of emigration is most effectually illustrated by the Mediterranean traffic during the year just past, during which the number of immigrants arriving in this country was much less than the number departing for their native shores, due of course to the industrial depression prevalent. However, there is a steady trend toward the Mediterranean route from southwestern Europe as against those routes covering the North Atlantic, which promises much for the southern lines when the tide shall have turned once more.

Another noteworthy feature of the Mediterranean situation is the increased popularity of this route among American tourists, the round trip traffic of this sort being constantly on the increase, both during the summer tourist season and in the winter and spring as well. The spring Mediterranean cruise has been especially favored of late years and the old established lines put their best liners into this service from January to March. The attractions of this season in Egypt have become widely known and pilgrimage cruises to the Holy Land have also met with great success, the Fabre line being now preparing for a third of these revivals of the medieval pilgrimages made easy by the use of the modern steamship.

A graphic illustration of the great growth of the Mediterranean traffic, both in freight and passengers, is best afforded by a comparison of the number of lines in 1899 with the number now required to take care of the situation. In that year there were but six regular services, supplied by the Anchor, Fabre, Hamburg-American, Navigazione, North German Lloyd and Prince lines, while in 1908 there were 14 lines maintaining regular services to and from the Mediterranean, viz.: White Star, North German Lloyd, Hamburg-American, Cunard, Anchor, Compania Transatlantica, La Veloce, Lloyd Italiano, Italia Societa di Navigazione a Vapore, Lloyd Sabaudo, and Sicilia Americana.

James F. Fahnestock, Jr., has resigned as treasurer of the International Mercantile Marine Co., to accept a position with the Pennsylvania Railroad Co.

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Naval Architects and Marine Engineers.

Following is the balance of the discussion on Prof. C A. Peabody and W. S. Leland's paper on "Service Test of the Steamship Harvard":

Stevenson Taylor: I have a few questions to ask about this paper which I trust Prof. Peabody and Prof. Leland will be able to answer, for the purpose of making the paper complete, but before going into that I should like to say there is not the slightest question, nor can there be in the minds of any one who has watched the operation of these steamers, of their absolute success. They have, as Mr. McGregor just told you, run steadily, constantly, almost absolutely on time, unless detained by something which was entirely unavoidable and to my mind these steamers have been you might call it, what I have said, an absolute success.

I would like to ask Mr. McGregor one question—he speaks of the number of tons of coal per hour. Now, does he mean for 24 hours, or for the hour's run, and if so, what allowance is made for the coal used in port?

I wish that Prof. Peabody would add to this paper the displacement of the vessel, and the speed at the time of this trial, if that is possible. I would also like to ask Prof. Peabody, or any other member of this body, what difference there is in his or their experience between the two standards of horsepower which we are now concurrently using,—the indicated horsepower, as you all know, is taken from the actual pressure in the cylinders, combined with the other details that go to make up the old standard of horsepower. That may be always more or less incorrect, but that is our standard of the past, and the only standard which we have now with which to compare other horsepowers, but now we are getting into shaft horsepower, and my reason for asking for this information is the difference that we discovered ourselves on the trials of the steamers Bunker Hill and Old Colony.

Perhaps you are not aware of the details of these trials, and I will briefly say that the Bunker Hill and Old Colony are two of three steamers built absolutely alike, as to revolutions and boiler power, the only difference between the Massachusetts and the Bunker Hill on one side, and the Old Colony on the other, is that the Massachusetts and the Bunker Hill have reciprocating engines, four cylinder, triple expansion, twin screw engines. The Old Colony has a Parson's turbine, very similar in arrangement, I presume it is almost exactly like the Yale and the Harvard, only a little less power. They are designed for a little less speed.

On the trial trip of the Bunker Hill we weighed the coal and that operation was carried on by putting the coal into bags of 100 pounds each and the bags carefully handled from the time they were weighed until the coal was used in the furnace. We followed the same practice in the case of the Old Colony, and we took on the Bunker Hill the indicated horsepower, and on the Old Colony we took the shaft horsepower, which was determined by a torque meter designed by Mr. Mitten, I believe, who invented the torque meter. The speed of the Bunker Hill was 19.93 knots, and it was designed for 18 knots. The Old Colony, which we expected would make 18.5 knots, for which it was designed, made 20.4. There is a slight difference in the speed of the two boats. There are also some slight differences in the conditions, owing to a little more weight in the case of the Old Colony, but the indicated horsepower on the one and the brake horsepower on the other show differences that, for my own purposes, I had entirely discarded the so-called shaft horsepower on the Old Colony.

So far as the consumption of the coal on this test of the Harvard was concerned, it seems to me offhand purely exceptionally high. I do not quite understand how they got such good results out of the ordinary so-called Scotch boiler. On the Old Colony where we weighed the coal, the consumption of water was 10.3. Speaking from memory, but if this is not correct I will make it correct,—10.3 pounds of water per pound of coal. You see there is a lot of difference between that and the report of the coal in this paper, so that I am much interested in that particular question, and I am hoping that out of the questions I have asked of Prof. Peabody and Prof. Leland, and Mr. McGregor we will get some results that will be satisfactory.

E. P. Bates: I would like to ask a question or two, perhaps more, for my own information than from any other point, and which may not be very opportune to this paper, but as I read it, I think the report is that these engines under full speed made about 450 revolutions per minute. In the newspaper reports of the Lusitania, as I remember, the highest revolutions that ship made were 180. Now, I would be glad to know, if some one will correct me or give the correct revolutions of the Lusitania at full speed, and also the steam pressure here, referred to in this paper, seems to be very moderate. I crossed on the Virginian about 15 months ago. She has triple screws and turbine engine, and if I remember right they carried about seven atmospheres of steam, and the revolutions were very steady at full steam pressure, and about 300. The engines varied one and two revolutions each from the other, but ran at about 300 revolutions per minute, and the ship makes 17 knots. I think the chief engineer told me they had 8-foot wheels and 8-foot pitch. Now, the steam pressure on the Lusitania, as I understand it, is very moderate, but the Virginian, carrying 11 atmospheres, looks considerably more than is here stated.

I should like to know if any one knows what the Lusitania does in the way of revolutions, and I would like to ask as a matter of information if these wheels were small, making 450 revolutions.

The President: Are there any further remarks on this paper? If not, I will ask Prof. Peabody to reply.

Prof. C. H. Peabody: Mr. President and gentlemen, with your permission I will reply to some of the criticisms which have been made on the paper, and answer some of the questions, to the best of my ability. Some other details I shall ask Prof. Leland to reply to. I think it is but fair to state the responsibility for this test—all the arrangements were made between Mr. McGregor and myself. I was present during the test and had personal supervision of all of the preliminary investigations before the test. The actual work of the test was done by Prof. Leland and by Mr. Everett, and I think that they should have full credit for this part of the work, and for that reason, and also because I like to get somebody else to do the entire work when I can, I shall refer the details and the technical work to Prof. Leland.

I want, however, to speak in regard to the discussion given by Mr. Barrus. He was, as he stated, instructor

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in the engineering laboratory at the time when I had the privilege of attending the Institute, and I think that every one must believe that I have every motive for desiring to give the credit to the founders and the earlier professors and instructors of the Institute for setting us a standard which we are very glad we are able to maintain, but I am now standing as an individual ready to take issue with Mr. Barrus, and I somewhat dislike, I will not say resent, the form in which he puts his paper that he is not willing,—I wish the stenographer will give me the exact word, because I did not write it down—that he did not indorse the paper. I want to say that I do not ask any one to endorse these methods described in the paper, whether or not he is my senior or whether or not I have been indebted to him for instructions. This test is presented because we believe it is interesting,—personally I have my opinion as to the value of the test and of the degree of accuracy which we may reasonably attribute to it, and I shall speak of some of these matters in detail.

It is, of course, needless to say that could any of the builders or owners of a steamship find it possible to give us the kind of opportunities which Mr. Barrus says we ought to have, we would be delighted, and I would undertake on that condition to give the extreme precision which it is possible to get in engineering work. In fact, I think I can say, with the assistance I could get from my colleagues at the Institute, that if it were available and I had the opportunity, I could make this precision approach that of physical investigation, and am ready to do it at any time, but it is not a matter in which I propose to stand in any isolated condition. All of the technical institutions in this country are prepared and ready to do this work, and I believe the engineers know that is the condition, and wherever we as professors of engineering need assistance from the more purely scientific side, we have it.

Now, I want to go into some of the details. Of course, coal ought to be weighed, and in some cases we have weighed the coal. It is possible that one may fill a certain bunker full of weighed coal, and burn all the coal in that bunker, and then we know how much coal we have burned within a few pounds. It is also possible, as Mr. Taylor and Col. Stevens indicated, that the coal may be weighed in bags and then can be used. None of these methods are available in this case. It is needless to inform members of this society that had we asked the steamship company to give this kind of facility, that we would not have the information which we are now ready to present to the Society, and we leave it to you to decide whether it is valuable in the form in which we give it. No one appreciates more than I do the necessity of knowing the amount of precision which is possible. I have found it my duty in other lines than this, to study the question of precision, for very many years, and my attention is over-excited on that subject, and I think I frequently bore people by trying to make them appreciate my view of the question of the degree of precision obtainable and desirable under certain conditions.

We are very well aware that we could point in this investigation to the question of the coal. For this reason we are pleased Mr. McGregor is able to give this point in our check. I believe that the consumption of coal was determined with a good degree of precision in this case. I should not be willing to believe this in any work I had done, or any person had done, if the coal buckets were weighed only, unless there was some check upon it, but I think the check given here is enough, so that we may say that our probable error may be as small as 2 per cent. If any one asks us to admit it is as large as 5 per cent, I will not quarrel with him. I will leave it to the members of the society whether information with an error of 5 per cent is a matter of importance.

As to the method of boiler tests, I wish to say that the Institute of Technology at the present time is unwilling to consider that boiler tests that start with clean fires and finish with an empty grate are good for very much. When we want to make boiler tests with everything to our liking, we run 24, 36 or 48 hours, and keep on going until we know the special conditions surrounding the test, and we believe the conclusions we have arrived at are correct. If we could weigh the coal at the bunker for five or six days, we could make a boiler test which would be beyond any question.

As to the question of water meters, that is a matter of the greatest importance. In some previous work we went to a great deal of trouble and considerable expense in order to test a hot water meter made by the Hersey Co., and in that case our test showed a deviation from the test made by the company of one-half of 1 per cent. I will say, in passing, the company thought they were right and we were wrong, but we were wrong, but we were satisfied. We personally know the method in which this meter is tested by the company. The meter was tested before the test on the Harvard, and was tested after the test on the Harvard, and the discrepancy was insignificant.

Mr. Barrus informs us we do not know how to compute the equivalent evaporation. I wish to say to Mr. Barrus that in the Institute of Technology we know how to compute the equivalent evaporation, and I wish to say that the result we quoted is right. I leave it to Prof. Leland hereafter to give any further detail of such computation as may appear to be proper. I do not think it is necessary, really, to bother this society with that question.

Mr. Barrus also gives his assumed computation for boiler efficiency, which is not very different from one which we made ourselves, but which we did not care to present, because we do not like to make too many assumptions, if it is not necessary, for our purposes. Also a very serious charge is made that we did not take the observations with regard to the forced draft, temperature, flue gas, etc. Again, I may say, if we could have a ship at our disposal under conditions favorable, we would be glad to do this work, which we have done in previous cases on steamships. In some cases this computation is part of our regular routine work in the laboratory, and any graduate of the institute at this time who is not competent to do this work I am sure would not receive our approval.

As to shaft horsepower, here again we must present to the society the question of the degree of importance to be attached to work of this sort, in which it was impossible for us to test the shaft and determine the modulus of elasticity in the steel of that shaft. It is a fact that the modulus of elasticity in the steel, while in very extreme cases it varies a good deal, it varies but little for steel of the same size, and the estimate which is given in the paper I think is a very fair one. My own opinion is that shaft horsepower, with a proper torsion meter, which is worked at all well, is far superior to any determination with an indicator. I have had a large experience with the indicator. I cannot say so much as some people,

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but I have myself supervised certain tests on the indicator and others associated with me have carried the work further, and I believe that we appreciate the errors of the indicator more vividly than most people do. Any one who expects to get a precision of 2 per cent with an indicator shows very great optimism, and errors greater than that are not to be looked upon as unusual in any place.

Some statements were referred to us by Mr. Taylor. We have not the data upon which we can report the displacement at the present time. We should be very glad to append that to the paper, or to present it at some future time, if we can get the information upon which it can be based. As one of the speakers remarked, the builders of apparatus, the builders of turbine steamers, show great reticence in regard to giving out information of this sort. We have no criticism on their attitude. This is a matter entirely in their province. Of course, we want everything, all the information there is, the opportunity for getting all the information we desire, but they see their side of the proposition, and sometimes we are not able to get what we want. I can appreciate the other side also.

The determination of the speed is asked for at the same time, and that we know, approximately, but I do not just like to quote it, as being a thing which is not included in this paper, but we regard it as a matter that we ourselves determined in a manner which was satisfactory to us.

The question of the relation of indicated horsepower to shaft horsepower, is just now a burning question. I believe that it is a very difficult question to decide, and shall not be satisfied with any such work as that which is being done, until the conditions are such that one may know on a given engine what the shaft horsepower is and the indicated horsepower by methods which are as good as we can make them. It may be noted, in passing, that none of the common torsion meters can be used upon the shaft of a reciprocating engine. Consequently, a very easy way of getting the torsion of the shaft, and getting the shaft horsepower of reciprocating engines, is not available. I do not want to dwell on this, but I will mention certain work which has been done at the institute to try to discover that, but it was altogether experimental and we have not been able to bring it to a stage in which we were satisfied we were any more than on the right path. There are some things that might be interesting if presented, but I do not think they are of value.

One then is obliged to revert to the estimates, let us say, of the relation of the shaft horsepower to the indicated horsepower of reciprocating engines, estimates which I feel architects have been forced to make for many years, and in which they are almost always glad to quote someone else, and you find the relation is variously quoted from 85 to 90 per cent. From what little experience and observation I have been able to secure on this matter, I am inclined to believe that for reciprocating engines the ratio is nearer 90 per cent than 85 per cent, but I shall be glad to withdraw this opinion if I could get any real evidence. As to the turbine, the power applied by the steam to the turbine which corresponds with the indicated horsepower, that is probably separated by a smaller interval. The friction of the turbine must be less than the friction of the reciprocating engine, especially since with the Parsons turbine there is no thrust block, or rather very small pressure on the thrust block, and therefore only small friction at that place. The other items, if the chair will admit, I will ask Prof. Leland to answer to.

Prof. Walter S. Leland: I know that Mr. Barrus doubts our figure on equivalent evaporation. It would seem to me, that when these figures have been computed by members of the faculty of a reputable institution of learning, if any one cares to doubt them, it is up to him to present his figures. You can get about 11.53, if you use the ordinary weight of cold water, but if the specific heat of the water is taken into account, I am unable to get that figure. If Mr. Barrus would like to present his figures, so that they could be looked over, I think that would be the proper thing to do, otherwise I think the burden of proof is on him, especially as he does not say what he uses for the weight of a cubic foot of water at the temperature of the water passing through the meter.

In regard to the calibration of this particular meter, I would say it was calibrated by the Hersey Co. before the test and after the test. Due to some changes in our own laboratory at the Institute of Technology, it was impossible to calibrate it after the test. The difference between the two results obtained was about one-quarter of 1 per cent, between the curves obtained before the test and after the test. The meter which was used had been used by us previously, and we tested it after the test and the Hersey Co. tested it before the test, and the difference in the result was less than one-half of 1 per cent, and it does not seem very probable that that because the meter was in the vessel instead of sitting on the laboratory floor, in exactly the same conditions, where we tested for the water at the same temperature, that just because the meter was in the vessel it could behave radically different from what it did when it was in the laboratory. I would further add that the Institute of Technology has had considerable experience with the Hersey hot water meters, both large and small, and I was going to say that we have nearly tested them to destruction. They have been thoroughly tested, and we come near knowing if the results shown are far off. When a person suggests measuring the amount of water in tests of this sort in barrels, or in any other measure, he overlooks the fact that 2,041,710 lb. of water was spread through the boiler in 12 hours. The obtaining of the temperature of flue gases, etc., is something, of course, that is not possible under the ordinary conditions of running.

Mr. Crane refers to the meters he used as giving results that were not satisfactory. It was tested before the company before he used it, and he ran the water through the meter and measured it in barrels, but got a different result. I have nothing to say in regard to that, except that Mr. Crane neglects to state whether he had an ordinary cold water meter or a hot water meter, especially designed for the temperature of the water passing through it. The difference is very radical. A cold water meter, used for measuring water at a temperature of 110° will not give results anywhere near correctly. It will underrun every time. All we have to say is that the meter was tested before and after, and it gave substantially the same results, an error within less than one-half of 1 per cent.

He says that the steam consumption was 16.9 lb., and he probably overlooks the fact that that is for all purposes. We report the steam consumption for the turbines at 14.76 lb. per shaft H. P. per hour, and we note the fact that it contains 4 per cent priming. If that is figured out on the basis of indicated horsepower, assuming perhaps the ordinary factor of 85 per cent, which would give approximately 12.5 lb., and nobody need be

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ashamed of a turbine or any other engine that will show 12.5 lb. per horsepower per hour, with steam at 85 per cent moisture.

Mr. Crane asked as to the British thermal unit. Due to some misunderstanding a sample of the coal was not analyzed for ash and moisture, but the calorific value was obtained. The coal contained 14,510 B. T. U. per pound, and Mr. McGregor has assured me that that is about the average that they use. Mr. Crane says his coal contained 14,000 B. T. U. and was better than that used by the Metropolitan Steamship Co.

I think Col. Stevens' comment that he found the calibration before and after the use of the meter, to vary considerably, is not borne out by any results we have had with the meter we used, because we have checked them repeatedly and have never been able to get any substantial difference. By the way, we have used these meters under very severe conditions, and one would naturally think the meter had been overtaxed, and might show appreciable wear, but it does not, and the results are substantially the same after as before.

The question of coal seems to have caused a good deal of trouble. If the coal curve is taken, if ordinates are taken during these six hours of the engine tests, they evaporated nearly 11 lbs., I think it was 10.95, or something of that kind, almost 11 lbs. of water. The difference between that and this is certainly not very much.

The low steam pressure has been referred to. We admit this steam pressure is low, but the cause of that was doubtless due in a large measure to inaccuracies of the gage. There was a 5-ft. water column, due to the siphon tube that connected the gage to the steam pipe, and between the water pressure and the five-pound error, as determined by testing the gage, you will see the engine room gage was apparently indicating about seven pounds, more than shown under the test. Another reason for the low steam pressure was due to the fact that the orifice inserted in the blower, to get the steam to the blower, was very small. It was figured on the basis that there was 150 lbs. steam pressure, and 2 in. air pressure, and this would have been maintained if we could get pressure up to 150 lbs. There was no reserve to the throttle of the blower engines, which were wide open, and it was impossible for the boilers to take up their steam, or there would have been several pounds more. The average pressure read by the gage, and the pressure Mr. McGregor reports, differs by four pounds during the average of the season, and that four pounds could be accounted for by the low pressure on the blowers.

The President: Does Mr. McGregor desire to make any further statement?

Robert McGregor: In regard to the questions asked by Mr. Stevens and Mr. Taylor, as to the question of the coal consumption, how much coal was used in port and how much in service, I will say that during the season we bought and paid for 21,152 tons of coal for the steamer Harvard, of which 18,957 tons were used for sea use, actual steaming, and 2,225 tons were used in port. It works out at 238 tons per round trip. The coal is received in New York harbor, and by taking the 178 voyages the average amount received per voyage is the average total consumption. I weighed the coal in port at each end, and find the port consumption is 12.5 tons, which subtracted from the total amount of coal received, will give the actual sea consumption. On the service which these boats performed, we have no reasons for cleaning fires at sea. We do not touch the fires or clean them until we get to port the next morning. That would make a slight difference, as we have no ash or weight.

Stevenson Taylor: Were these long or short tons?

Mr. McGregor: Long tons.

The President: I am sure you will consider the thanks of the society are due to Prof. Peabody and Prof. Leland for this interesting paper. It certainly contains a great deal of valuable information.

The constant criticism which these papers are receiving must be taken as an evidence of our thirst for information, in which I join.

I would like to ask Prof. Peabody to amend the paper by stating what he means by the draft before the trial. Do you mean drafts at New York or Boston, or the mean of the two? It is also desired to point out that Prof. Peabody is somewhat in error in regard to his statement that no torsion meter is available for use in connection with the reciprocating engine. As a matter of fact, the Germans have made considerable experiments upon the torque of reciprocating engines, which results have been published.

NEW HAWAIIAN SERVICES.

Two new steamship lines between Pacific coast ports and the Hawaiian Islands are at present in the process of organization, both of which lines are to make San Pedro, the harbor of Los Angeles, the chief touching point on the coast.

One of the companies is to be a subsidiary of the San Pedro, Los Angeles & Salt Lake railroad and the other is to be established by Los Angeles capitalists.

The new lines are being established to take care of the rapidly growing sugar and canned pineapple traffic as well as to care for the tourist passenger trade and a newly developed market in the mainland of the United States for railroad ties of a Hawaiian wood known as Ohia. This is a particularly tough wood and the Santa Fe has ordered $2,500,000 worth of ties of this description. The land cleared by cutting the timber is being used for the cultivation of sugar cane and pineapples.

ANOTHER DEEP WATERWAY ASSOCIATION.

An organization has been effected for the purpose of furthering the projected Toledo-Chicago deep waterway connecting Lake Erie with Lake Michigan.

The Chicago-Toledo-Cincinnati Deep Waterway Association was organized at Defiance, O., Dec. 29, and is composed of congressmen, mayors and representatives of commercial associations in the district affected. The direct object of the body is to boom the canal project and eventually to ask congress to make an appropriation of $100,000 with which to make a survey of the route.

Officers were elected as follows: President, Congressman T. T. Ansberry, Defiance; first vice president, Major George B. Fox, president of the Miami and Erie Deep Water Association, Lockland, O.; second vice president, Perry A. Randall, Fort Wayne, Ind.; third, fourth and fifth vice presidents are to be chosen from Toledo, Chicago and Cincinnati; secretary, Thomas J. Logan, Fort Wayne; executive committee, 15 to be selected from 15 cities and towns along the route of the proposed Toledo, Chicago and Cincinnati ship canal as a committee for next meeting. Perry Randall, Fort Wayne, chairman; committee on resolutions, Harry R. Probasco, Cincinnati; Judge Dwyer, Dayton; Dr. W. D. Harris, Chicago; Congressman Cyrus Cline, Angela, Ind.

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ATLANTIC COAST GOSSIP.

Office of the MARINE REVIEW,
Room 1005, No. 90 West St.,
New York City.

The French cruiser Admiral Aube, which sailed from New York in search of the Fabre Line steamship Neustria, arived at Gibraltar on Jan. 14, after vainly seeking for the missing vessel since Dec. 19 between Bermuda and Madeira. The Neustria sailed from New York for Marseilles on Oct. 27, and was due at the latter place about a week and a half later. The French government directed the cruiser Admiral Aube to search for the missing ship. The Neustria is a freight steamer carrying no passengers, and had a crew of 38 men.

The barge Navahoe, now bound to Philadelphia, will load the largest cargo of petroleum ever shipped from that port on any type of vessel. She will take out 10,000 tons of refined petroleum in bulk, destined for London. When this large cargo is aboard the Navahoe the barge will draw 26 ft. She will be towed to her destination by the steamer Iroquois.

The German steamship Vitalia, from Hamburg for Philadelphia, arrived at New York on Thursday to replenish her bunkers. The Vitalia had encountered heavy weather during the entire passage and had been compelled to burn 250 bales of corkwood to enable her to make New York harbor.

The British steamship Caledonian, from Manchester, arrived at Boston, on Jan. 12, and reported having passed the derelict schooner Isabelle Alice on Jan. 7, in latitude 46.52, longitude 46.13. The derelict has already been reported and is supposed to be a French fishing craft. When last sighted her masts were still standing, though at a dangerous angle, her bowsprit and all deck fittings being gone. She is a dangerous obstruction to navigators.

The Royal Mail steamship Trent, before reported ashore on the Colombian coast, remains in a dangerous position, and it is feared will be a total loss. The entire cargo has been jettisoned.

A bill requiring that life-preservers be carried on motor boats has been introduced by Senator Frye, of Maine, this action being prompted by the number of lives lost on motor boats during last season. The bill provides that there shall be at least one for each person on board; that all life-preservers shall be so stowed that their position may be known, and that they shall be readily accessible to those for whom they are intended. For any violation of the act the owner shall be liable to a penalty of $10 for each such life-preserver lacking or improperly stowed.

The schooner Swallow of St. John's, N. F., foundered off the Long Island shore on the night of Jan. 16, all hands being lost. The schooner was bound from St. John, N. B., for New York, with a cargo of frozen herring and a deckload of lumber, and is believed to have had a crew of seven men. She was owned by John Dawson, of St. John's, and was built 30 years ago at Mose's river.

There is an unusual number of large coasting vessels tied up at Portland, Me., and at other harbors along the coast due to the inactivity in the coal-carrying trade. At Portland about 20 of the schooners engaged in this trade are lying at anchor or tied up at the wharves, including the new six-master Edward B. Winslow, which has made but one coal trip since she was launched, and the six-masters Alice M. Lawrence and Ruth E. Merrill. Similar conditions prevail at Boston, where several large schooners are anchored waiting to be chartered.

During the severe storm which swept Long Island Sound on Sunday, D. E. Sanford, of Walton, N. S., captain of the barge Ontario, dropped dead of apoplexy on board his vessel while proceeding through the Sound. Anxiety for the safety of the vessel is supposed to have brought on the fatal stroke. The Ontario was part of the Gypsum King's tow, which was bound for New York.

The German steamship Prinz Friedrich Wilhelm arrived at New York last week with fully twice as much mail as she otherwise would have brought, this vessel being the first to sail from Germany for the United States since the reduced rate of postage went into effect between that country and this. She carried 1,075 sacks of mail, this being a record breaker for this season.

The Southern Pacific Line steamship Proteus left New York for Philadelphia last week, to undergo an overhauling and repairs at the ship yard of William Cramp & Sons.

The discovery of a yellow streak in the Gulf stream was recently reported by Capt. Pederson, of the British steamship Karen, which arrived at New York from Porto Cabello. When crossing the stream the vessel passed through a streak of yellow water three miles wide, and extending beyond the horizon northeast and southwest. The appearance of the water was like that of a muddy river.

The fleet of lightships and lighthouse tenders which left Tompkinsville about four months ago for the Pacific arrived at San Diego, Cal., on Monday. A voyage of 13,000 miles has been made by the little vessels without mishap, and the performance is highly creditable to the officers and crews manning the vessels and to their builders. The fleet will proceed to San Francisco, there to be distributed to their various posts assigned to the vessels. The New York Ship Building Co. was the builder.

The three-masted schooner Pendleton Satisfaction, from Brunswick for Perth Amboy, N. J., lumber-laden, stranded on Sunday night near Little Island life saving station, 18 miles south of Cape Henry. Owing to the high seas and stormy weather the life-savers have been unable to put out in lifeboats to the assistance of the crew. The schooner is lying 300 yards from the shore and is in an apparently easy position. The wrecking steamer I. J. Merritt has left Norfolk to see what can be done.

The largest cargo of coffee ever shipped to New York is being brought to this port on the steamship Afghan Prince, of the Prince Line. The Afghan Prince left Santos on Jan. 7 with 96,000 bags, and calling at Rio Janeiro loaded 30,000 bags, making a total of 126,000 bags. The liner carries over 10,000 tons, and is one of the finest ships in the Prince Line service. In addition to the large cargo of coffee she has hides, rubber, cocoa, etc., in her holds.

The British steamship Teesbridge, which ran ashore at Whale's Head, N. C., has been docked at Newport News and found to have escaped damage. She sailed on Tuesday for Sabine Pass, to load sulphur for Marseilles.

The new service of the Bermuda-Atlantic Steamship Co. between New York and Bermuda was inaugurated last week with the sailing of the 19-knot steamship Prince George. The line proposes to increase its service further by sailings from Philadelphia and Baltimore.

The New York & Albany Transportation Co., operating the steamers Saratoga and Frank Jones, has been put into the hands of a receiver upon the application of George P. Hudson, of Norfolk, Va., owner of the majority of the stock.

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January 21, 1909.

INSURANCE PLAN OF VESSEL OWNERS.

The present week was undoubtedly the most important in the history of great lakes navigation. The vessel owners of the great lakes have practically agreed to carry a portion of their own hull insurance and have appointed an advisory committee to handle the details of it. Moreover, there is a determination to minimize accidents, to observe hard and fast rules for the safety of the ship and above all to relieve insurance companies from a number of vexatious claims by avoiding them altogether—in other words, to improve the moral tone of the business.

Vessel owners were impelled to this end by an insurance situation that had become critical. Three insurance companies had already withdrawn from the lake field and it was common knowledge that notwithstanding the high rates charged the insurance companies were making little money. During the past three years the insurance rate on the great lakes has increased 57 per cent and is now actually 10 per cent of the capital stock of a number of the operating companies. So drastic is the rate that some fleets operated throughout last season without insurance, but obviously no prudent manager wants to do this if he can do otherwise. With a stiff insuring rate, with operator's charges high, and with a freight rate, if anything, declining, the hope of making any money at all for the smaller vessel lies in the reduction of the insurance premium. Vessel owners therefore began to turn their attention to the insurance feature and to seek a remedy from the excessive premium.

In this movement J. S. Ashley, of the Hanna fleet, was the leading spirit. He talked in season and out of season about it. He quickened their understanding and convinced them that it was not the underwriter that was paying damage claims. Whatever money the underwriter paid back to the lake trade, he first of all collected from the vessel owner. Vessel owners as a body were chipping in to pay for the other fellow's accidents, the underwriter merely acting as the collector. So clearly did Mr. Ashley prove to vessel owners that they were responsible for existing conditions that they became eager to remedy them. Many accidents are avoidable, as for instance, those caused by overloading and the desire of obtaining the benefit of the last inch of draught.

The insurance meeting was held in Detroit on Tuesday and was spirited throughout, Harry Coulby, Capt. John Mitchell and Capt. W. C. Richardson leading the discussion. Mr. Coulby stated that the premiums on the Pittsburg Steamship Co.'s fleet, had insurance been carried last year, would have amounted to $800,000. He added that the company had charged every damage of $100 and over to insurance. The repair bills for the whole season amounted to $240,000, or about 1 per cent, as compared to an insurance rate of 5 per cent paid by the other vessel owners. Mr. Coulby thought that if it paid the Pittsburg Steamship Co., with $25,000,000 worth of floating property to carry its own insurance, it certainly ought to pay the other vessel owners with $100,000,000 worth of floating property.

An advisory committee was thereupon appointed to take charge of the matter. This committee consists of J. S. Ashley, chairman; H. Coulby, J. H. Sheadle, W. C. Richardson, G. A. Tomlinson and D. Sullivan. Power to add two members was given the committee in case the package freight lines and Canadian interests desire to join. As a matter of fact Canadian interests represented at the annual meeting of the Lake Carriers' Association announced their desire to participate in the new movement and James Playfair, of Midland, Ont., was accordingly named as the Canadian representative on the advisory committee. It was decided that vessel owners carry say 5 per cent of their own insurance and Harvey D. Goulder was directed to draw up articles of agreement. Obviously the trust companies which hold bonds on a number of leading steamships are vitally interested, but Mr. Goulder believes that their interests are safeguarded in every way. The plan as drawn by Mr. Goulder is printed below. As soon as it was typewritten J. S. Ashley began to collect signatures to the agreement. Within an hour after the agreement was written he had signed up over 1,000,000 tons, representing an insurable value of $60,000,000, which is over half the insurable value of the whole lake fleet. The agreement follows:

This memorandum or agreement, made at Detroit, Mich., the 20th day of January, 1909, witnesseth:

To advance safety of navigation, the undersigned, owners or managers of lake vessels and hereinafter referred to as subscribers, propose:

That such owners and managers severally in respect of ships owned or managed according to the list given with the respective signatures, shall aid to eliminate, as far as possible, damages attributable to inefficient distribution of information as to depths of water; danger of finding ships overloaded with reference to shoal places,

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as the event proves; disregard of rules for preventing collision in respect to signaling, crowding, and as to preventable abuses, and in other particulars.

And so, the subscribers acting herein severally, and not one for another, agree that an advisory committee consisting for the first annual period of J. S. Ashley, G. A. Tomlinson, D. Sullivan, H. Coulby, J. H. Sheadle, W. C. Richardson, and H. S. Wilkinson, is selected and agreed upon with authority to admit into the membership of the committee one additional member each, representing the package freight lines, so-called, and the Canadian ownership, but the committee to act under the full authority herein given to the advisory committee, with or without either of such additional members; and the duty of the committee shall be to inquire into causes of groundings, accidents and losses, and to gather and collate information in reference thereto, and regarding seaworthiness, proper loading and navigation, and make the best reasonable provisions for distribution of information, as to proper depth of loading, all as the committee may from time to time deem wise.

And to furnish some working basis to the accomplishment of this, each subscriber, while carrying for himself or insuring as he may see fit, 95 per cent of the insurance valuation of his ship or ships, shall reserve 5 per cent of such valuation, and, in lieu of conventional insurance in respect of this 5 per cent contribute on delivery of certificate, sums calculated at the current rate for full insurance, including collision and P. and I. risks, on the great lakes, of vessels of that class, say on April 1, 1909, and annually thereafter, to be applied to the payment of losses and expenses in respect of 5 per cent of the valuation of the vessels interested in the membership, and if the sum so advanced shall be insufficient, each severally and without liability, one for the other, shall contribute his proportionate share, but no more, to make up the deficiency; any surplus to be divided among the subscribers in proportion of their respective contributions, all to be paid in to a treasurer appointed by the advisory committee and moneys to be paid out only on the check of the attorney in fact hereinafter provided for, countersigned by such treasurer, the treasurer to give such bond as required by the committee.

An attorney in fact shall be selected by the advisory committee, whose duty it shall be to administer the details under the general direction of the advisory committee from time to time, in respect of the 5 per cent of risks, and sums payable in respect thereto, and each subscriber shall give to such attorney in fact due power of attorney; but no insurance business is or shall be authorized either jointly or severally by or for the subscribing members, nor anything further than administration of the several obligations of the respective parties hereto, to the extent and limit above prescribed.

The advisory committee shall hold office until their successors are elected, and shall have charge of all matters pertaining to losses as to the 5 per cent of the insurance valuation of the ships listed, and make rules and regulations in regard to the same, and the attorney in fact shall act under the direction of such committee.

Annual meetings shall be held on the third Tuesday of January in each year at such place as shall be decided and notified by the advisory committee, with authority in the committee to fix a different date according to convenience.

Vote of a majority shall govern in the action of the committee, and, if a member cease to be a subscriber, he shall cease to be a member of the committee, and the vacancy shall be filled by its remaining members for the remainder of the term for which said committee is elected.

Subscribers may list newly acquired eligible tonnage, but after April 1, 1909, no new subscriber shall be accepted without the consent, but may be admitted with the consent, in writing, of a majority of the then subscribers.

Claims and losses in respect of the 5 per cent of the insured valuation, shall be confined to, but include, such risks and losses as are within the terms of the general form of marine insurance policy on each ship, including collision and P. and I. on vessels operating upon the great lakes, not to be changed as the sharing of losses undertaken by the subscribers, prior to the next succeeding annual meeting.

Subject to the regulation and control of the advisory committee, the attorney in fact shall issue to subscribers proper evidence of the participation of the ships listed by such subscribers in this loss-sharing agreement, for each subscriber to receive notices and proofs of loss in respect of said 5 per cent of the insured valuation, and receive from and give to the subscribers all notices that may be necessary or proper; in cases of loss, to collect and settle the same; to pay out of the moneys and things of value of subscribers in his hands by reason hereof, any loss that may happen in respect of said 5 per cent, according to the terms of the form of policy adopted; in case of any proceedings at law or equity being taken, to appear for the subscribers, and in their names defend the same; to compromise and settle any and all such claims or suits, and proceedings thereon; to commence and prosecute all proceedings in law or equity, which may be deemed necessary and proper for the purpose of collecting and realizing all sums of money herein agreed to be paid by any subscriber hereto, and the same to compound, compromise, settle and withdraw.

The attorney in fact shall keep a complete account of all moneys received at all times open to inspection of the advisory committee, or any committee of the subscribers appointed for that purpose; and for compensation and in consideration of the guarantee by said attorney of the solvency of each of the subscribers, said attorney in fact may deduct from all such moneys such percentage as shall be fixed and agreed to by the advisory committee of the sum paid in toward the fund for meeting losses, but shall therefrom defray all expenses except legal expenses, on behalf of the subscribers or any of them, which shall be borne by the subscribers severally in proportion to their respective contributions.

In view of the fact that present insurance upon the vessels of the subscribers hereby listed does not expire, and will not thereafter attach at the same time, participation by each vessel listed hereunder in this loss-sharing agreement, and expenses, shall date from the expiration of the present marine insurance thereon, as scheduled by the subscriber listing the same, and on newly acquired tonnage, or in case of new subscribers accepted in the same manner, and when there is no such insurance to expire, then from April 1, 1909, to be filed with the advisory committee, and approved by it; liability for losses as to 5 per cent of the insured valuation of each ship shall be for yearly periods, and no profits shall be construed to be earned on the business of the year 1909, until all liabilities assumed during the year 1909, hereunder, shall have terminated, and all losses adjusted and paid, and so in each succeeding year.

Witness our hands at the city of Detroit on and as of the 20th day of January, A. D. 1909.

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Annual Meeting Lake Carriers' Association.

In significance the meeting of the Lake Carriers' Association held at Detroit this week is the most important that the association has ever held. To begin with, the association has declared unreservedly for the open shop principle in the operation of its ships and is not likely to again depart from this practice. Moreover, it is endeavoring to interject into the business a code of morals that has not hitherto obtained. While the new insurance plan was projected entirely as individuals, the association nevertheless endorses it highly. It is the first definite step taken by vessel men as a unit to minimize the losses caused by careless navigation. This new plan will be found elaborated elsewhere in this issue.

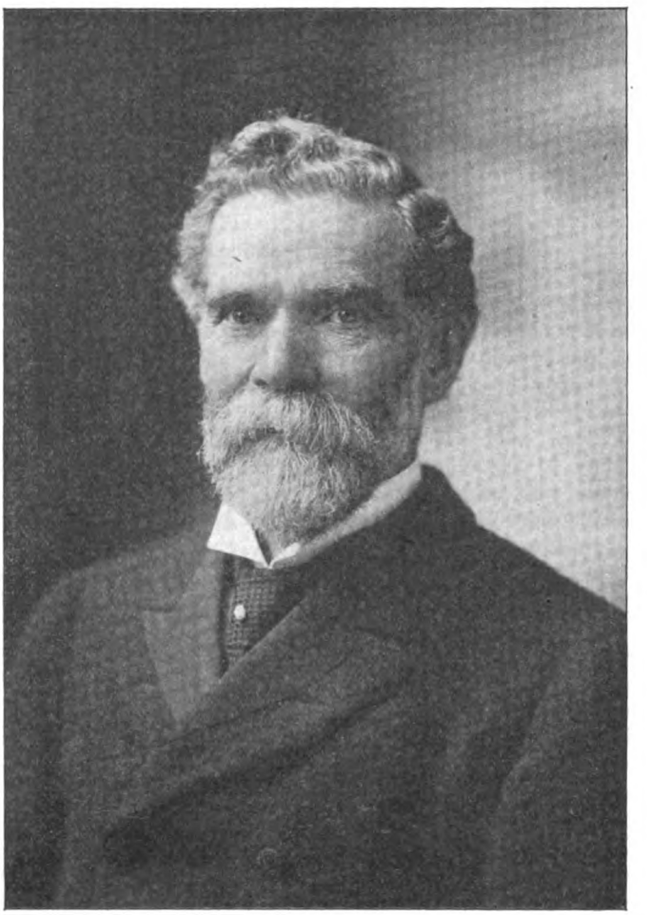
The feature of the first day's session was the reading of President Livingstone's annual report, which will be found thoroughly discussed further along in this article. As is his custom, the president enriched the report with a thorough discussion of its individual features.

Col. McD. Townsend, government engineer with headquarters at Detroit, addressed the members early in the session on the state of improvements in his district, which embraces all of the channels from Sault Ste. Marie to the Limekilns.

"The Limekiln Crossing," said Col. Townsend, "has ceased to be an obstruction to navigation. We are now clearing up the eddies. Work on the Livingstone channel is progressing satisfactorily. Work on the Middle Neebish is also progressing well, with the exception of one contractor, who has promised, however, to do better. The enlargement of the present canal at the Sault is moving steadily forward and we are putting in a cofferdam for the new canal which we can push to completion as soon as we obtain the right of way."

Col. Townsend then referred to the trouble with the two power companies at the Sault. He related that the Chandler-Dunbar Co. had consented to sell for $250,000 the land which it owns in the rapids. The Lake Superior Power Co., however, has declined to sell, so that condemnation proceedings will have to be started, and as a preliminary to that, Col. Townsend has seized island No. 5.

President Livingstone asked Col. Townsend what would be the cost of widening the Livingstone channel from 300 to 600 ft., provided the work was done now in the dry. Col. Townsend replied by saying that if the channel is not widened now it would cost two and one-quarter times as much to widen it later in the wet. The association later adopted a resolution urging that the channel be widened to 600 ft., though to do that will probably delay the opening of the channel over one year.



PRESIDENT WILLIAM LIVINGSTONE.

President A. A. Wright, Secretary Francis King and James Playfair, of the executive committee of the Dominion Marine Association, attended the session and urged the adoption of the uniform bill of lading for the carrying of grain. Mr. Wright acted as spokesman. He said it was a matter of humiliation to the Canadians that there should be so much detention in loading at Fort William and Port Arthur over the other ports. Twenty years ago, when the Canadian merchant marine on the lakes consisted of only two vessels, it was possible for a ship to visit at Port Arthur and get away the same day. Now vessels are delayed anywhere from one to eight days in getting cargoes. There are eleven working elevators at these twin ports and two more building. Vessels are shifted from one elevator to another to obtain cargo, which of course makes a great delay. They are endeavoring to eliminate this feature somewhat by one elevator agreeing to advance grain to another whenever they have a sufficient quantity of the grade that the ship requires. Shortages have been a source of such vexation to owners that at a meeting held in Winnipeg last week the Canadian grain carriers resolved to carry grain on a bill of lading that eliminated all shortages. Grain is the only cargo, the weight of which the vessel is required to guarantee. As about one-third of Canadian grain is carried in American vessels from Port Arthur and Fort William, Mr. Wright urged the Lake Carriers' Association to agree to a uniform bill of lading. As a matter of compromise he suggested that

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the flax bill of lading be adopted. This limits the shortage to ½ bu. in 1,000 bu. The Lake Carriers' Association recognized the justice of the plea and will send a delegation to meet with the Dominion Marine Association at its annual meeting in Ottawa, Feb. 11.

A vote of thanks was also tendered to the Canadian representatives upon motion of Mr. Tomlinson.

As will be noted further along, the welfare plan of the association occupied a fair measure of President Livingstone's annual report. At the afternoon session, Harvey D. Goulder, counsel for the association, outlined and explained its provisions to the members. He said that it was not a new plan but had been in the usual method of operating the ship from the beginning. It was, however, set aside in 1902, in order to give the unions an opportunity to see what they could do. The general purpose of the plan is merely to get the general discipline of the ship back to where it belongs.

When Mr. Goulder had finished talking, Harry Coulby, president and general manager of the Pittsburgh Steamship Co., took the floor. What Mr. Coulby said is given word for word herewith, because the association later endorsed it and adopted it as its own policy. Certainly there was no equivocation about Mr. Coulby's remarks. It was quite simple and direct. He said:

MR. COULBY'S REMARKS.

"The time is short and I want to say just a few words on this welfare plan. It has been elaborated in the president's report, been discussed quite fully in detail with the directors and executive committee, and the newspapers have made mention of it, so that you are all of you more or less familiar with it. I am not going to go into the discussion of the detail of the plan, but I do want to say a few words about it because the welfare plan is being attacked, as we had a right to expect, by the unions. The labor unions have made the statement that the vesselman is not a philanthropist and is not doing this except as a means to get the sailors back to the conditions before we dealt with the unions. Of course, any man can say anything he wants to—if he is the biggest man—but it is quite hard to prove it, and it takes events to prove a statement. I am not going to stand here and claim that we are, any of us, over-burdened with philanthropy, but I think from a business standpoint it is the best thing to do, the most economical thing to do, from an operating standpoint.

"I think we all realize that we get the best results from the men that are best satisfied. We get the largest measure of loyalty from the men that are being treated fairly, treated with the most consideration. It must result in greater economy of teamwork, would get the men working together with the manager. When they were pulling apart it was not very satisfactory. We have seen the results of pulling together, and it is the best. The whole proposition could be summed up in a nutshell. We believe that by treating the men right, treating them as men, making the best workable conditions that we can, will inspire in the men loyalty, enthusiasm, and out of these two will come efficiency. If we find there are any men that do not respond to that kind of treatment we will have to try and get along without them.

STRAIGHT TALK TO THE ENGINEERS.

"I notice there are some engineers here. I want to touch on that proposition. The Lake Carriers' Association last spring made their declaration of open shop, and reiterated it so that anybody connected with the Lake Carriers' Association to get up and say anything on the open shop policy of this association will be like threshing over old straw. We have said all there is to be said. The association is committed absolutely to the open shop policy and, so far as I know, and I think I can speak for them because they have gone on record, they are going to continue. In sending out this year contracts for the engineers, these contracts, in my judgment, and I think in the judgment of all the members, were open shop contracts. There was not anything in our contract that said anything about the M. E. B. A. We did not exact anything from him, the engineer, that we did not exact from the captain or any other employe on the ship. The contract did not stipulate that he should not belong to the M. E. B. A., or should belong to the M. E. B. A., or that he should not belong to any other organization. The contract did stipulate that as we made no restrictions as to what he considered his individual right to belong to any organization he pleased, so long as he did his work satisfactorily to the company he had no right and would not be permitted to question the right of any other man so long as he did his work to the satisfaction of the men at the head of that department. You know the result—about where it stands today. Some of the engineers have signed up. Some have withdrawn from the M. E. B. A., because of the action taken by the M. E. B. A. in the matter of the men making contract, and there is some feeling, as there naturally would be, as to where these men are going to stand in their relation to the vessel owner—the men who have signed contracts and have either withdrawn from the union, been expelled or fined or contemplate withdrawing from the union. The position of the Lake Carriers' Association, in my judgment, ought to be sufficiently clear to every man. It is embraced in the doctrine of open shop. There has been a little hot air blowing around that probably the cooks' union will see that the engineer that does not belong to the M. E. B. A. will have dysentery. Probably the firemen's union will not furnish any firemen, and possibly the owner, when he finds the engineer has dysentery and cannot get any firemen, will throw him on the dock. I think, gentlemen, we are away beyond that stage. If the engineer cannot get firemen, the Lake Carriers' Association will get them for him. If the M. E. B. A. won't furnish men, we will get them, and as far as the cooks are concerned, why make him take the dysentery, too.

"Now I am going to speak for myself, personally, or the Pittsburgh Steamship Co., because we seem to be pretty well up to the firing line, and as there are a good many engineers here I just want to say a word to them, so that they can spread it around, and I do not care if you newspaper men put it on the wires, either. The man that signed our contract, I don't care whether he belongs to the organization or not just so long as he lives up to the contract, and if necessary we will furnish the fireman and the cook, too, and we will stand by him until there is good skating in the warm place if he does his work; and if the M. E. B. A. should come out with a declaration that they are opposed to the open shop policy of the Lake Carriers' Association, which I understand they are now contemplating, I will say to you men right now that there won't be an M. E. B. A. man on our ships, because I shall regard that as an unfriendly act, as they say in official communications between nations. I know very well that if the M. E. B. A. comes out and makes a declaration against the open shop, that no union man in their organization can be loyal to the Pittsburgh Steamship

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Co. No man can serve two masters, and if they should come out and make that declaration, so far as I am concerned, it is a declaration of war, and I am ready any time for it, and every fellow that comes out to us and signs a contract with us, so long as he does his duty satisfactorily to us, and I am fair, they all know what that means, I will stand by him, and so will the company, M. E. B. A. or no M. E. B. A."

NOTHING EVER BETTER PUT.

"I never heard anything better or fairer than that," said A. A. Wright, of the Dominion Marine Association, "and I promise that it shall also be the policy of the Dominion merchant marine."

On motion of C. W. Elphicke, seconded by Capt. John Mitchell, the association endorsed what Mr. Coulby had said.

F. B. Smith, of the Pittsburgh Steamship Co., stated that he believed fully 75 per cent of the engineers are in favor of the open shop policy. He said, however, that the Pittsburgh Steamship Co. had a list of those engineers who had turned their contracts in to the Marine Engineers' Beneficial Association. He added that the part of their contract remaining in the Pittsburgh Steamship Co.'s possession had been thrown into the waste-basket. Mr. Goulder then read the new insurance agreement, which will be found published in full elsewhere in this issue. He thought it the greatest movement that had ever been projected on the lakes, saying that it had been variously etimated that it would result in the saving of from $1,000,000 to $2,500,000 per annum. He thought that it would also result in a reduction of the premium, at any rate to 4, and possibly to 3, per cent.

THE INSURANCE PLAN.

J. S. Ashley, who has been instrumental in bringing forward the plan, was complimented for his efforts. Mr. Ashley was quite modest about it, however, saying that the need of reform was so urgent that all that was necessary to convince a man of the merits of the plan was merely to look into it. He announced that over 1,000,000 tons had signed, representing a monetary value of $60,000,000—over half the insurable tonnage of the lakes. This statement was greeted with great applause, as it assured the success of the venture.

The first day's session was brought to a close by the appointment of Howard L. Shaw, Thomas Cranage, J. J. H. Brown, W. B. Davock and H. S. Wilkinson as a committee to nominate the officers for the association.

The dinner Wednesday evening was the most elaborate the association has ever given and the most successful as well. It was past midnight before the speech-making came to an end. President Livingstone acted as toastmaster, and the speakers included Capt. D. Sullivan, Capt. J. J. H. Brown, H. Coulby, A. A. Wright, George Moody, Charles Kramer, Francis King, Major Charles Kellar, J. H. Sheadle, F. W. Gilchrist, Norman B. Conger and George M. Black.

A loving cup was presented to Capt. J. J. H. Brown, who recently passed his 70th birthday.

THURSDAY MORNING'S SESSION.

At Thursday morning's session, J. H. Sheadle brought up the question of the differential which obtains in the price of cargo coal and fuel coal. The coal shippers have always made a practice of charging 10 cents per ton more for fuel coal than for cargo coal. There may have been some reason for this at some time, but whatever it was, it no longer obtains. The practice has been to cut three cars from the railway train and dump them into the fuel hatch, charging 10 cents a ton more for this coal than for the remaining cars which were dumped into the cargo hold. This excess charge amounts to about $240,000 in an average season. It is a form of perquisite which the vessel owner has always resented but has never been able to remedy. Mr. Sheadle declared that business should be transacted on business lines and that the differential ought in common honesty be wiped out. He also thought that the unloading charge on iron ore was something that should be inquired into, believing it to be heavier than it should be.

H. S. Wilkinson made a very convincing talk on the differential. He had looked into the matter, he said, and thought it a practice that should be discontinued. G. A. Tomlinson and Mr. Wilkinson were with the president appointed a committee to visit the coal shippers and see what could be done.

Resolutions were adopted urging the widening of the Livingstone channel, favoring the straightening of the channel in the lower Detroit river, endorsing the vapor oil lamp, the acetylene gas buoy, and earnestly urging a pension bill for life savers with a retiring list for old age. In urging that common justice be extended to this branch of the marine service by the government, President Livingstone became quite eloquent. He declared that the charge of the Light Brigade at Balaklava displayed no greater heroism than is frequently displayed by the life savers in charging through the surf to rescue life beyond.

The by-laws were amended to hold the annual meeting the third Thursday in January instead of the second.

Walton H. McGean, J. S. Ashley, F. W. Gilchrist and C. T. Douglass were added to the board of directors. The other members of the board are: Wm. Livingstone, C. W. Elphicke, D. Sullivan, F. W. Smith, John E. Payne, Edward Smith, T. T. Morford, J. C. Evans, S. P. Cranage, A. B. Wolvin, H. Coulby, W. H. Becker, G. A. Tomlinson, W. A. Hawgood, J. H. Sheadle, John Mitchell, H. D. Goulder, Edward Morton, H. S. Wilkinson and John Craig.

The executive committee consists of Wm. Livingstone, J. H. Sheadle, H. Coulby, F. W. Gilchrist, G. A. Tomlinson, T. T. Morford, Edward Smith and John Mitchell. The alternates for the members of the executive committee are A. B. Wolvin, D. Sullivan, W. A. Hawgood, J. C. Evans, E. T. Douglass and J. S. Ashley.

When the directors were ordered to retire to elect officers an unusual compliment was paid President Livingstone by the association in open session directing the directors to re-elect him as president. There is no change in the officers. Mr. Livingstone continues to be president, George Marr as secretary, Capt. George P. McKay as treasurer, Harvey D. Goulder as counsel.

PRESIDENT LIVINGSTONE'S ANNUAL REPORT.

President Livingstone's reports are annually growing in interest and their thorough-going qualities are much appreciated by the members. The present report is no exception. Obviously its leading feature is a discussion of the welfare plan of the association. He refers to the meeting of April 9, 1908, when it was resolved that the vessels of the association should thereafter be operated upon the open shop principle. He adds:

> The members of the association and licensed officers were urged to co-operate in this action by obtaining their crews through the established shipping offices, and by insisting throughout that the men have absolutely fair treatment, giving them so far as possible, watch and watch, and avoiding unnecessary work, such as scraping and painting on Sunday or working over the side of the vessel when under way.
>
> The effect of this action during the year just closed has been that the service aboard ship has been vastly improved, the standard of the employes has been materially elevated, and the executive officers of the ships have complete control of the properties with which they have been intrusted.

President Livingstone then outlines fully the conditions which led to this

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action, accompanying it with the details of the welfare plan, and asked each member of the association to give it the most careful attention and study. Regarding the conditions which prompted the plan he said:

OUTLINES THE WELFARE PLAN.

It is common knowledge that prior to 1902, what is now referred to as the "open shop" principle prevailed on lake vessels. Indeed, it was to make this more assured that the Cleveland Vessel Owners' Association was formed in the early eighties. After that association was absorbed in the Lake Carriers' Association in 1891, shipping offices were established in various lake ports. Most satisfactory efforts were made in various ways to improve the quarters and every living and other condition of men on ship board. Then, having in mind the example of some of the railroad companies and the so-called Shipping Federation of Great Britain, and other efforts by industrial concerns encouraged by commercial bodies in this and other countries, the question was considered of establishing in the principal ports club rooms, for the use of which seamen should pay a small due, but enough to give the independent feeling of paying something toward their maintenance, together with some death benefit or scheme of mutual insurance, to which the employer would contribute either directly or by guaranteeing a fund, all without restriction of or reference to the right of the employe to be a member of any union or society of any kind for any purpose, and of necessity having in view to give those coming within and helpful in its proper success, reasonable preference in employment to the end of improving the service generally and in the interest of everyone concerned.

A committee of eighteen, including some of the most prominent owners and managers on the great lakes, was appointed; sub-committees investigated; preliminary reports were made, and on Jan. 15, 1901, the executive committee, without dissent, voted approving the general project and laid it before the members at the annual meeting. On Jan. 16 and 17 it was the chief topic of discussion at the annual meeting, at the close of which the members of the association present, by unanimous rising vote, approved the general project and appointed a committee to work it out in detail.

The records and papers of the association show that discussion was of a plan for closer relations between officers and men and owners of vessels in the membership of the Lake Carriers' Association, and at the close of the discussion the adoption was of well considered but still to an extent tentative suggestions of the committee on the general proposition that there should be established a system through which there should come to all officers and employes prompt financial assistance in case of injury, incident to the employment, and therewith proper preference of employment on vessels of the Lake Carriers' Association, leaving every man free to exercise fully his desire to be a member of any other beneficial association or union.

As the result of such preliminary investigation, reports and the broad discussion and action at the annual meeting of 1901, the same or a similar committee reported that it is practical, and that all owners and employes would find it of mutual interest in uniting and sustaining a beneficial federation of captains, mates, engineers and all other employes.

Without setting out here in full their report, it included:

FEATURE OF THE PLAN.

The appointment of a board of five trustees to administer the benefit feature.

The agreement of the vessel owner to bear an expense equal to one cent per ton on his enrolled tonnage.

That any man employed on the vessels in the Lake Carriers' Association should, on application, be supplied with a benefit book with graded amounts.

The application of the benefit to cases where accident clearly arises out of the employment.

Following this a plan was formulated, including the administration of the affairs by a board of five members, with the aid of an advisory committee of fifteen members, to be chosen by the members of the association in annual meeting. Authority over the administration and for the final decision of every question that might arise concerning the benefit and its disposition was to be with this advisory committee, acting with the aid and recommendation of the board of trustees. It was proposed to give to all this the name "Lake Carriers' Beneficial Federation." It was proposed that everyone on board ship should be eligible; that membership should not be construed to interfere in any way with being at the same time a member of any other association or union; that in view of the beneficial purposes, however, preference in employment should be given as far as practicable to members; that applications for membership be made upon printed forms, warranting the facts stated as to experience and with pledge to comply with all the rules and regulations; that there should be a membership fee of one dollar; the issuing officer and secretary of the association to maintain permanent written records; that on employment the benefit book should be handed to the master to insure a record of the date and nature of the employment, and be retained by him, and the duty imposed on the master of making record of the character of service and reason for discharge on a man's leaving the ship, failing compliance with which the book issued would cease to represent membership. The master was to be required to report to the secretary cases of desertion, failure to serve and other misconduct, with authority in the board of trustees, or such representatives as they might select, to pass upon the circumstances and go so far as to cancel and void the membership.

In February the executive committee of the association sent out a copy of a tentative plan, which had been prepared by the then secretary, Mr. Chas. H. Keep, with the aid of investigation by the special committee. The committee had considered the plan of what was known as the English Federation, which had some features in common, and plans of mutual insurance by various railroads and other companies; and the whole matter was expected to be definitely formulated and put into operation by and confirmed at the annual meeting in January, 1902. Then, before having worked out the plan in detail or establishing the exact basis, some of the unions proposed to undertake this feature of the work if contracts were made with them for the supplying of men, and the Lake Carriers laid aside its plan after discussion, and not without considerable division of opinion, a majority being willing to at least test their purpose and ability to handle the subject with fairness toward owners and men alike acceptably in the case of all below the grade of officers through unions, which existed or were forming. Accordingly, contracts were made with various unions looking to their supplying all the men by their unions, which also promised to deal justly in cases of injury, disability or death in the service, but leaving the system of individual contracts with officers.

This plan was pursued from that time until and including the season of 1907. From the beginning there was complaint, which increased and covered the furnishing of men promptly, the service rendered, the continuity of the service according to articles signed, bitter complaint on the part of the men and their dependents of the administration of the benefit feature.

COMPLAINTS FROM MASTERS AND ENGINEERS.

Complaint came from the masters and mates in the deck department, and from the engineers in their department, of inability to have the business of the ship conducted except upon rigid lines either of contract or of union regulation; that the discipline of the ship was often dissipated by consideration of the precise terms of contract made in advance as to what a man should be called upon to do in a given case; and that the real business essential to the safety of the ship and the due performance of her business was subordinated to technical questions of contract as interpreted by the unions or by individual members of the crew, whose contentions were generally and almost as a matter of course sustained by the unions.

These complaints came in increasing volume and force, and the discussion of April 9, 1908, participated in by members representing nearly all of the tonnage in the association, brought out very forcefully the importance in general safety of these propositions:

1. That it is impossible to define in advance the precise duty and order of performance of duty by the officers and men who follow this calling.

2. That, as our tonnage is principally steam, the due and proper performance of duty must be in the direction and control of the executive officers according to department.

3. And, finally, that there must be, following the experience from the very beginning of maritime enterprise, someone afloat with the ship, that is to say, the master, as the vice principal of the owner and in a proper sense responsible for the general condition and performance of the crew.

But, to the members of the association, many of whom, perhaps most of them, have seen service, also it was apparent that this all can be accomplished, and best accomplished, by just and reasonable consideration of what is best for everyone in the ship's company; that there should be clean, sanitary quarters, good ventilation and good tools to work with; there should be good and sufficient food; that the wages of employes should be as liberal as the condition of the business will justify. But, also, it was the spirit of the discussion that the character of the service, the conditions, the exact thing to be done at any time, where a single ship includes property of great value and lives which may not be measured in money, may not be left in the hands of a half dozen unions, dealing with as many departments of the ship and dictating the employment and the service, with the asserted right to withhold, if necessary, altogether such service, on some general rule, made ashore, without reference to the circumstances demanding attention and care and nautical skill and judgment. In other words, the service on board the ship must be homogeneous, and statement after statement of owners and managers was of the constant complaint of their licensed officers that this had proved impossible under the system of union contracts, to which they had been subjected by the action of the owners.

THE RESOLUTION OF APRIL, 1908.

This all found expression in the resolutions which were adopted by unanimous vote of some 91 per cent of the tonnage in the meeting referred to, on April 9, 1908, which may well be reproduced here, as follows:

"The experience of the ship owners, managers and licensed officers for the past years has demonstrated the necessity of what is referred to as the 'open shop' principle, in order to give that control and direction of the ships which is required for the equal good of the owner, the employe of the ships and the dependent trade, and so it is resolved

1. That the owners of ships on the great lakes do now declare that the open shop principle be adopted and adhered to on our ships.

2. That the Lake Carriers' Association stands for the foregoing principle.

3. That the matter be referred to the executive committee, with full power to act and carry out this principle.

4. That it should be the aim of the committee in the means they shall adopt, to recognize a fair and equitable rate of wages, to insist upon such regulations as shall promote the comfort and well-being of the employes, shall put the discipline of the ship in the hands of her executive officers, and tendering liberal, appropriate wages, and conditions, requiring in response appropriate, diligent and prompt service from the members of the crew.

5. And at this meeting, representing 91 per cent of the tonnage of the association, as a definite and specific support to the committee, it is voted to adhere to and observe this action, referring also any and all special cases to the committee."

The foregoing data is reproduced for the purpose not of informing, but of calling back to the attention of the members that, with the exception of the time during which we were willing to chance, and in the view of a considerable minority undertook without proper assurance to chance, the performance through the unions of public and private duties primarily resting on the owners of vessels of the United States and on their licensed officers, and the due prosecution and protection of the business with its obligations as to the security of life and property and compliance with governmental regulations, the vessel owners of the great lakes have recognized the necessity of having these matters in the control of the parties charged and entrusted and responsible for the due performance of all these obligations.

The project of leaving a feature of this to the unions failed ignominiously, and there is probably today no man associated in any responsible manner with the performance of these duties who takes a contrary view. The result, then, of the resolutions of April 9, 1908, was not merely to express a criticism, but to take back into the proper hands the due discharge of these duties and responsibilities.

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But it must not be overlooked, and credit is due to the members of the Lake Carriers' Association, that in its very first action looking to this, specific direction was given to its executive committee that it be done with all regard to liberal wages, good conditions and every fair consideration for every employe on board ship.

The executive committee charged with this duty, completely rounded out in the directions, took up the subject accordingly, of putting the discipline of the ships back into the hands of the executive officers, of seeking proper means to enable them to obtain proper help on the ship, of dignifying the positions of the officers and bettering the conditions of all on board.

A RETURN TO THE PLAN OF 1901.

The plan so nearly worked out in 1901, naturally claimed attention. This had been worked out on the lines of railroad and other industrial co-insurance and a shipping federation in England, reports of civil and industrial associations as to the results of their efforts and accomplishments by different organizations under such general recommendations. Since 1901 had come some governmental regulations in this and other countries. Governmental compulsory insurance or co-insurance and compulsory compensation acts had been put in force, some, unfortunately, so recent as not to have developed positive results, and all these had to be gone over. The most careful investigation was made, and a plan was adopted, not at haphazard, but along general lines, in every respect where possible checked up and tested by the experience of some one or more of the different lines of endeavor by government or individuals in this and other countries toward the same end, the result of which in the plan adopted by your executive committee, after conference with the board of directors, and with other owners and upon all information and advice they could obtain from every source, confidently put forward by them as designed to carry out the purposes sought. The plan involves the consideration that as the master is in the nature of things and by established law the vice principal of the owner, and in case of emergency becomes the agent from necessity of the cargo and its owners, and is in general charged with the safety of the whole adventure contained in his ship, he should be made an associate member of the Lake Carriers' Association.

That the chief engineer of these great ships, with their complicated machinery and responsible only in less degree for her safe operation, should have the supervision of the men employed in his department and for whose actions he is responsible.

That the executive officers of the ship should have sufficient authority to carry on the business of the ship, according, not alone, to their opinion, but their responsibilty from time to time as the occasion arises for judgment and for action, and must not be hampered in the due and lawful exercise of such authority by rules or conditions unknown to law.

That by reason of the uncertain duration of employment, of the crews in general, absolutely broken by the four or five months of winter closed season, things looking to co-insurance and co-operation are difficult of application and would be unjustifiably burdensome in the administration.

But, nevertheless, it is meet and proper that by reason of their greater financial ability the employers should in some direct and simple manner advance and pay proper amounts, corresponding to the contributions or guarantees of funds usually found in the voluntary or statutory requirements of co-insurance and compensation, and that while the Lake Carriers' Association does not manage ships and does not employ labor, it can and is under obligation to perform one of its important functions in ascertaining the fitness of men and giving them certificates of recommendation of such fitness as an aid to them in obtaining employment.

ATTRACTIVE ASSEMBLY ROOMS.

And, in view of the character of employment, the obligation of the employer outside of mere wage, permeating all insurance and compensation and other aids, obligates the members of the Lake Carriers' Association to furnish reasonable, attractive and helpful club or assembly rooms on shore for the men. In respect to this, it was considered that the proper conduct and appreciation of these rooms, as well as a feeling of self-respect, equally recommend a small charge to be made to the men for their use.

But in respect to the benefit in case of death or shipwreck, this, it was considered, should not be a matter of purchase or barter, but, by reason of its exigent necessity, should be made free and represent the employers' contribution in a movement of this character.

By reason, again, of the uncertainty of employment, inseparable from this kind of service, and in the interests of simplicity and promptness, it was regarded wise to make no exception whatever as to the manner in which an accident had occurred, whether by fault of one party or the other, or whatever the character or how gross that fault might be, but make the simple happening of the accident the basis of payment of the benefit.

Also, while the general basis of compulsory compensation and compulsory or co-operative insurance carries with it a condition that its acceptance supplants the claiming of damage by suit at law, in the same direction of simplicity and to make the contribution effective, the idea prevailed that this payment should be absolute, not only regardless of any question of negligence in the first instance, but without limitation or other effect on the right to proceed in court in any manner for legal damages.

As to the question of sick benefits or compensation in case of partial injury, this was omitted by reason of the present rights of seamen under the law in respect to cure and wages in such cases.

Also, it was the idea to not only make these provisions perfectly simple and free from red tape, but to confine them to those things which must compel the concurrence of fair-minded persons which are within the justifiable limit of expense, with the suggestion as made in the report of the executive committee, that this shall be expanded so far as experience shall recommend and show its propriety. And finally the idea prevailed that it is not the prerogative of either the employer or the employe to regulate the conduct of the other or furnish any precise lines in his living, his faith, his beliefs, his associations, but that the rights are reciprocal as they are equal, that, according proper and reasonable conditions of wages and service, from employer to employe as well as from employe to employer, both employer and employed shall have good right to follow his own preferences and wishes in regard to unions, associations and affiliations, whether these be religious, philanthropic or industrial.

President Livingstone then gives the context of the plan as published in the MARINE REVIEW of Dec. 10 last. Assembly rooms have already been established at Cleveland and are in process of completion at the other leading ports, and it is gratifying to know that they are being well patronized.

AID TO NAVIGATION.

The lightship Kewaunee has been maintained at Southeast Shoal, Lake Erie, by the association for several years. Through the efforts of the association an appropriation of $45,000 was secured from congress in 1903 for the construction of a lightship to be maintained at Southeast Shoal. Owing to objection on the part of the Dominion government to a vessel belonging to the United States being stationed in Canadian waters, the lightship was not built, and the money has since its appropriation been lying in the United States treasury unused. During the past year President Livingstone took up the question again with the officials at Washington and it became the subject of negotiation between the secretary of state and the Dominion government. On August 20 last, advices were received from Secretary Root that an arrangement had been concluded with Canadian officials under which the Canadian government agreed to provide and maintain a lightship at Southeast Shoal. President Livingstone is now negotiating with the Canadian department of marine at Ottawa to bring the matter to a conclusion. He recommends that when it is accomplished, the Kewaunee be transferred to Point Abino.

President Livingstone then reviews the improvements under way and projected for harbors on Lake Erie. He also reviews the present condition of work upon the Livingstone channel and submits a chart showing the condition of the channels at the mouth of the Detroit river on Jan. 1, 1909. He notes that Col. C. McD. Townsend, government engineer, has renewed the suggestion of his predecessor, Gen. Charles E. L. B. Davis, that the channel lying between Wyandotte and Fighting Island be straightened. In this connection the government engineer says:

"There is a section of the channel between Detroit and Lake Erie of about five miles in length, lying between Fighting Island and the City of Wyandotte, which should be improved. The widths and depths of the natural channel along this section are sufficient, but passing vessels are required to make five changes of direction in navigating this short stretch, and as a consequence many collisions have occurred there. It is thought that the expenditure of about $420,000 would secure a straight channel 800 ft. wide through this section."

A chart is incorporated showing the character of this improvement.

WORK AT THE SAULT.

Concerning the work upon the new lock at Sault Ste. Marie, President Livingstone says:

After a delay of a year, work was commenced on the excavation necessary for the new lock, the work in progress being confined to lands not in litigation. During the last session of congress, a bill was introduced by Congressman Young proposing an amendment of the river and harbor bill of 1907, which was hoped would enable the government to at once proceed with the construction of the new lock. A hearing was called on March 30 by the rivers and harbors committee in Washington, which was attended by your officers and a committee of members of the association. The hearing was continued for several days, after which the rivers and harbors committee took the matter under advisement in executive session, but failed to reach a solution of the problem, the bill was not reported out and congress adjourned without action thereon. This left the matter in the hands of the war department, as provided in the river and harbor bill of 1907, which authorized that department to acquire the required lands by negotiation, by condemnation proceedings or by seizure and subsequent arbitration. The negotiations having failed and the seizure plan being of doubtful legality, the only course left under these provisions was that of condemnation in the ordinary course. Acting upon instructions from the department, Col. C. McD. Townsend, U. S. engineer in charge, seized Island No. 5 and placed a guard thereon, and this island is now in possession of the United States. Work of excavation was commenced upon the site of the new lock and is now well under way, the work being confined to that portion of the land which the United States is in undisputed possession of. Col. Townsend has recommended to the government authorities that a fair lump sum of money be offered for quit-claim deeds of all the property in dispute, and if this

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offer be refused, that the land be at once condemned.

Work has also been done to enclose the lock pit with a cofferdam, which is about 80 per cent completed and should be entirely finished next spring. A contract is also in force for removing such earth from the site as can be removed without pumping.

IMPROVEMENT MIDDLE NEEBISH.

Regarding the improvements upon the Middle Neebish channel, President Livingstone says:

In the Middle Neebish channel the contract for deepening the channel from Mud Lake to Sailors encampment was completed June 29, 1908.

The work of deepening the Middle Neebish channel btween Mud Lake and Hay Lake was advertised in four sections flats at the foot of Hay Lake, Middle Neebish Rapids, Little Mud Lake, and Sailors Encampment channel, and contracts have been executed, but work in the restricted portions of the channel was not undertaken until the new West Neebish channel was practically ready to be thrown open to navigation. Upon the opening of the West Neebish channel, the north half of the Middle Nebish channel at the dike was closed to navigation, being occupied by the dredging plant. The southerly half opposite the dike had previously been completed to a depth of 19.6 feet, and a series of six red float lights was placed on the northerly line of this available channel (the center line of the full channel), vessels being required to hold to the south side of the channel throughout this portion of the route. The contracts specify that the work shall be done in a certain number of good working days, and the approximate time for the completion of all contracts is figured to be in May or June, 1910, and the contractors are all well ahead of their contract time.

During the coming season operations at the dike will be confined to the northerly half of the channel, the southerly half being devoted to navigation as during the latter portion of the past season. In the south half of the chanel there is still a portion of the channel from a thousand to fifteen hundred feet in length which is not of the required depth on which work will be done after the completion of the north half of the channel.

He discusses at length the improvements on Lake Superior, including Marquette harbor, Portage Lake harbor of refuge, Duluth-Superior harbor, the Northern Pacific bridge, Fort William harbor and a harbor of refuge at Grand Marais.

THE SITUATION AT CHICAGO.

President Livingstone has decided views upon the somewhat complicated situation in Chicago. He declares himself universally in favor of the development of the outer harbor for commercial purposes, believing the Chicago river to be inadequate. In this view he takes issue with certain associations in Chicago as well as individual vessel owners. He says:

Attention was called in our annual report last year to the efforts that were being made by the Commercial Club of Chicago, acting in conjunction with the Park board of that city, to have the lake frontage from Grant Park to Jackson Park dedicated to park purposes, to the exclusion of its future use for harborage and commercial purposes, a plan which was authorized by the Illinois state legislature on May 2, 1907. This plan was opposed by the mayor and city council of Chicago, the U. S. engineer and the association of commerce, an organization interested in the commercial development of the city, and their efforts have been directed toward having the lake front preserved for dockage facilities and to obtain an extension of the present breakwater southward from the mouth of the Chicago river about five miles to the neighborhood of Jackson Park, at a distance of about 1,000 ft. from shore, leaving the large area inside the breakwater to be devoted to commercial uses. Before the work of filling in the lake front can be commenced as desired by the advocates of the park development, it is necessary to obtain the consent of the secretary of war and the mayor, and others interested in the commercial development of the port, have submitted to the secretary of war arguments in opposition to the granting of such permit. The inconvenience and inadequacy of the Chicago river has prevented its utilization by modern lake vessels and the development of the outer harbor for commercial purposes, and the improvement of the river are both of great importance to navigation interests. Under the present conditions the largest boats on the great lakes cannot make free use of the Chicago river on account of its narrowness and crookedness and lake commerce that would otherwise go to Chicago will go to ports of easier access rather than submit to the delays that hamper their movements, in addition to the heavy tug bills necessarily incurred by steamers trading to that point.

During the season of 1908 the total number of arrivals and clearances from the port of Chicago, as shown by custom house statistics, were 11,196, as compared with 12,836 in the season of 1907. The tonnage of the above vessels was 14,291,640 tons, as compared with a total tonnage of 15,649,035 tons for a year ago, making a loss of 1,640 in the number of arrivals and clearances and a loss of 1,357,395 tons in tonnage for the year 1908.

President Livingstone also goes quite completely into a recital of the various aids to navigation that have been established during the year. He also recounts the recommendations of the lighthouse board. The board has recommended the establishment of a light vessel at the easterly end to the Southeast Shoal, North Manitou Island, at a cost of $50,000; the building of a lightship at Lansing Shoal, Lake Michigan, at a cost of $250,000; the building of a lighthouse and a new range light on the new west breakwater pier head at Lorain at a cost of $19,800; the establishment of additional lights at Huron at a cost of $3,800; the establishment of a new light station at Buffalo to cost $43,200; the establishment of a light on the north pier, Duluth harbor, at a cost of $4,000; the purchase of a site and erection of a double dwelling for the station keeper, Duluth range, at a cost of $10,000.

AUXILIARY COMMITTEE OF CAPTAINS.

There is also incorporated in President Livingstone's report the recommendations of the Lake Carriers' Association auxiliary committee on aids to navigation which held a meeting in Cleveland on Jan. 4 and 5, 1909, which made an exhaustive canvass of the various aids which would be valuable to navigation. The aids recommended by the committee were:

Duluth—That we petition the U. S government to install a green light on the end of the North Pier at the same height as lighthouse on the South Pier.

Superior—That a green light be installed on the end of the North Pier at Superior of the same character as that petitioned for at Duluth.

York Island—That an acetylene gas buoy be placed on York Island Shoal in the Apostle Group.

Gull Island—That a lighthouse and fog whistle be established on Gull Island in the Apostle Group.

Split Rock—That a lighthouse and fog whistle be established on Split Rock on the north shore of Lake Superior as soon as possible.

Grand Marais—That a second order white light and fog whistle be established on Grand Marais, Minn.

Blake Point—That an acetylene gas buoy be established at Blake Point at the east end of Isle Royale.

Portage Entry—That the present main light be changed to a second order red flash light.

That a fog whistle be placed on the end of the pier.

Portage Canal—That a new straight channel be cut from Portage Lake to abreast of Princess Point.

That the river from abreast of Light No. 0 to abreast of light No. 1 be widened.

Grand Island—That a gas buoy be placed at the S. W. Point of Grand Island at the intersection of the ranges with the turn to the eastward.

Point Aux Pins—That a gas buoy be placed opposite Point Aux Pins on the American side.

Soo Piers—That a bell be placed on the upper end of the South Pier at the Soo, to be rung in thick weather.

Bayfield Rock Dredgings—Soo River—That a red light be placed on this pile of stone.

West Neebish Channel—That center ranges be established throughout West Neebish channel.

Point Aux Frenes—That a gas buoy be reestablished at Point Aux Frenes.

Sweet's Point—That an acetylene light be installed on the stone crib to replace present light. Present light has been out practically one-half the time during the past season.

Pipe Island—That a red stake be placed on the N. W. side of Pipe Island to show the limits of navigation.

Garden Island Shoal—That an acetylene gas and bell buoy be placed on this shoal.

North Manitou S. E. Shoal—That a light ship and fog signal be established at this point.

Big Point Sable—Michigan—That a fog signal be stationed at this point.

Port Huron—That a deep water channel be dredged on the American side at Port Huron.

Stag Island—That a set of three ranges be established down the West Channel by Stag Island, one range to enter the channel from the upper end and form a range with the third light to carry across to Mooretown.

St. Clair Middle Ground—That an acetylene gas buoy be placed on the extreme westerly point of the middle ground at St. Clair, Mich.

Somerville—That a post lantern light be placed on Somerville dock.

Marine City—That an acetylene gas buoy be placed on the shoal above Woodtick Island, to define the limits of navigation.

Russell Island—That the shoal above Russell Island be dredged on a line with Locust Point and the east side of Russell Island.

St. Clair Channel—That two additional gas buoys be placed on the west side of the down-bound channel at St. Clair Cut. One in the middle and one abreast of the lower light.

Toledo—That the gas buoy on the west side of the Manhattan range be shifted to the east side of the channel.

Lake Erie Harbors—The committee endorses the recommendation of former committee relative to harbor improvements.

Ashtabula—In addition to improvements already asked for would request that the proposed change in the breakwater at the harbor entrance be proceeded with.

Erie—That extensive dredging the full width of the piers be done at the entrance to this harbor.

Buffalo—That the character of the light on the south end of the south breakwater be changed to a red flash.

That the South Harbor be dredged out to the dock line.

That the gas buoy on the end of the extension of the Stony Point breakwater be moved to the south to line up with the north side of the extension.

That the shoals at the outer north entrance be removed as soon as possible.

Watson's Reef—That an acetylene gas buoy be placed on the east side of Watson's reef.

Bois Blanc Mackinac—That a siren fog whistle be established on the north side of Bois Blanc Island in connection with light at present there.

Tin Shoals Mackinac—That an acetylene gas buoy be established on shoal three miles east of Round Island known as Tin Shoals.

Nine Mile Point Mackinac—That a light and fog signal be established at Nine Mile Point 10½ miles east of Cheboygan lighthouse, at the entrance to the Straits of Mackinac.

Chebyogan Reef—That an acetylene gas buoy

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(black) be established on Cheboygan reef about 1½ miles from Cheboygan Point lighthouse, to replace nun buoy now there.

Point Aux Barques—Lake Huron—That a siren fog whistle be established at this point in connection with light now there.

Gary—That a lightship with fog whistle be established 8¾ miles east of Calumet breakwater, South Chicago, and 8½ miles north of Gary, Indiana. This will serve as a guide to five points, viz., South Chicago, Gary, Whiting, Indiana Harbor and Michigan City.

South Chicago—That the light on the south end of the Calumet breakwater at South Chicago be changed to a lightning white flash.

Milwaukee—That a lightship be established off this point as soon as possible.

Caney Island—That a fog signal be established in connection with Caney Island light house.

Little Gull Island (South)—That an acetylene gas buoy showing a white light be placed on the south side of Little Gull Island, St. Martin's passage.

Fisherman's Shoal—That a lighthouse and fog signal be established on Fisherman's Shoal to the east of Washington Island.

Point Abino—That the lightship Kewanee now stationed at Southeast Shoal be moved to Point Abino as soon as replaced at Southeast Shoal by the Canadian lightship.

LAKE ONTARIO AND ST. LAWRENCE RIVER.

Niagara—That a lightship and fog signal be placed to the north and east of the mouth of the Niagara river outside of shoals in American waters.

Thirty Mile Point—That a fog signal be established in connection with the light at this point, 30 miles east of the Niagara river.

Oswego—That a fog signal be established in connection with the light at this point.

Seven Isles—That an acetylene gas buoy be placed at Seven Isles shoal above Alexandria Bay on the south side of Wellesley Island.

Frontenac—That an acetylene gas buoy be placed on Frontenac Shoal, abreast of Alexandria Bay.

Castle May—That an acetylene gas buoy be placed below Castle May Island about three miles below Rock Island.

We regard the following as the most important improvements of the list enumerated above:

Gull Island light.
Duluth and Superior lights.
Fog whistle—Portage Entry.
Buffalo improvements.
Bois Blanc siren.
Point Aux Barques siren.
Gary lightship.
South Chicago lights.
North Manitou lightship.
Big Point Sable fog signal.
Niagara lightship.
Thirty Mile Point fog signal.
West Neebish ranges.
Watson's Reef gas buoy.
Soo pier bell.
Point Aux Pins gas buoy.
Point Aux Frenes.
Sweet Point light.
Tin Shoals gas buoy.
Little Gull gas buoy.
Garden Island gas buoy.
Seven Isles gas buoy.
Frontenac gas buoy.
Castle May gas buoy.

CANADIAN IMPROVEMENTS.

LAKE ONTARIO AND ST. LAWRENCE RIVER.

Cole's Light—That an acetylene gas buoy be placed on the 15-ft. shoal south of Cole's Light.

Main Duck Island—That a light and fog signal be placed on the extreme west end of these islands.

LAKE ERIE.

Point Abino—That a light and fog signal be established on Point Abino.

Colchester—That a compressed air fog horn be established at Colchester.

Bar Point—That a red acetylene gas buoy be placed abreast of Bar Point on the east side of the channel about 1½ miles north of the lightship.

Fighting Island—That a red acetylene gas buoy be placed on the lower end of Fighting Island on the west side of the channel to replace the lower buoy No. 8. This buoy to be placed in at least 20 ft. of water.

Peche Island—That an acetylene gas buoy be placed at the lower end to replace the red stake now there.

Canadian Club—That a post lantern light be placed on the Canadian Club dock.

Post Lanterns—That this committee endorses the recommendations of previous committees relative to locations of post lantern lights in the St. Clair and Detroit rivers in Canadian waters.

Stag Island—That an acetylene gas buoy be placed at the head of Stag Island.

Sarnia—That the shoal abreast of the lower car ferry docks be dredged off.

Michipicoten Island—That lights and fog signals be placed at both east and west ends of Michipicoten Island.

Pancake Shoal—That an acetylene gas and whistle buoy be placed on Pancake Shoal.

Parisian Island—That a light and fog signal be established on Parisian Island.

Batou Rock—That a light and fog signal be established on Batou Rock.

Slate Island—That a fog signal be established in connection with light on Slate Island.

Gros Cap—That a lightship and fog signal be established at Gros Cap Shoal to replace red gas buoy now there.

RECOMMENDATIONS.

That we request the proper authorities to compel the contractors who are building the Detroit River tunnel to maintain and light a channel in deep water at least 500 ft. wide.

It is the sense of the committee that there be maintained a minimum width of 200 ft. between piers of all bridges built across the Chicago river.

That there have been a number of complaints that boats taking on provisions below the locks have refused permission to upbound boats to pass them, even though they could not enter the locks ahead of those upbound boats. We suggest that instructions be issued to the masters of such boats, that at all times where possible they allow upbound boats to pass and enter the locks, they taking the turn which falls to them when they are through taking on provisions.

That the outer lights on all harbor piers and breakwaters be lighted with the most improved form of acetylene gas lights.

That when the weather is such that a lighthouse keeper cannot see a distance of five miles to seaward, the fog whistle shall be blown.

This committee understands that the lighthouse tender Dahlia is about to be withdrawn from the service on Lake Michigan, and we would recommend that a very vigorous protest be made against this boat being withdrawn until such time as another boat can take her place.

That we petition the lighthouse board to leave all of the aids to navigation out until the close of navigation each year. We do not see why this cannot be done, as the Canadian government leave all their aids out until Dec. 10.

This committee partly endorses the projects recommended by the Ashland Advancement Association for the improvements for Ashland harbor, and wishes them success in their efforts.

OIL VAPOR LAMPS.

On the subject of oil vapor lamps President Livingstone says that the installation of the incandescent oil vapor system of lighting would enormously increase the efficiency of the lights and he announces that the lighthouse department has recommended an appropriation to install the oil vapor system of lighting on the great lakes. The report by the lighthouse board recommending the appropriation is as follows.

The use of this vapor, instead of the oil itself, increases enormously the intensity of the light, which is, of course, the first consideration. It has also proved economical, except in the smaller lights; but it is in the smaller lights that the increase in intensity is greatest. By vaporizing the oil the following are, approximately, the results attained: A first-order fixed light has become four times as brilliant on one-quarter of the amount of oil consumed; a first-order flash light, seven times as brilliant on one-quarter of the amount of oil consumed; a second-order light, seven times as brilliant on 88 per cent of the amount of oil, and a third-order light has increased to 12 times its former brilliancy, but the amount of oil consumed is doubled.

President Livingstone estimates that it would cost about $30,000 to change the lighting system on the great lakes and he recommended the adoption of a resolution urging that the change be made.

He also recommended the adoption of a resolution urging the lighthouse board to replace, as far as practicable, the present buoys with acetylene buoys, saying that the Canadian government has already adopted this policy.

President Livingstone announces that the lighthouse board has included in its estimates the sum of $40,000 for the extension of the submarine signal service. He submits a table showing the results of this system of signalling on the great lakes during 1908. It will be noted that in some cases where vessels were light the distances at which the signal was picked up were apparently short. This is explained by the fact that in these cases the ships were not checked down in making clear weather tests, a speed of from 10 to 11 miles being maintained. With the practice the masters have had with the signals during the season they have been able to locate the direction very accurately. It will be noted from the statement that the direction is given as being from ¼ to ¾ of a point, and masters on many of the vessels equipped with the new type of apparatus report picking up the bell before they heard the fog whistle.

Regarding the Detour station, it has been shown that the bell is located in a hollow and it is proposed to extend the cable and place the bell about 1,700 ft. further out in the lake.

There is also incorporated in the report a summary of the field work performed during the season of 1908 by the United States lake survey. Attention will be paid to this feature by the MARINE REVIEW later.

President Livingstone renews his recommendation that pensions be provided for members of the lifesaving crews and a retiring list formed for age and disability. He requests that every member of the association write the member of congress from his district asking assistance for the passage of a pension bill. Regarding the crewing bill, President Livingstone says:

During the session of Congress last spring, a bill was introduced by which it was proposed to regulate the hours for crews on vessels and to provide that the local inspectors of steamboats shall enter in the certificate of

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RESULTS OF TESTS OF SUBMARINE SIGNALS ON LAKES.

VESSEL.	DATE.	STATION.	MILES.	REMARKS.
W. E. Corey	Sept. 5	Southeast Shoal	5	Boat loaded. Sound medium. Speed 10 miles.
W. E. Corey	Sept. 12	Southeast Shoal	7	Boat loaded. Direction good. Speed 10 miles.
W. E. Corey	Sept. 15	Southeast Shoal	2½	Boat light. Sound faint. Speed 11 miles.
Wm. G. Mather	Aug. 10	Southeast Shoal	3¼	Boat loaded. Direction poor. Speed 10 miles.
Wm. G. Mather	Aug. 27	Southeast Shoal	5	Loaded, very rough. Direction O. K. Speed 10 miles.
Wm. G. Mather	Aug. 29	Southeast Shoal	½	Light. Choppy sea. Speed 11 miles.
Wm. G. Mather	Sept. 1	Southeast Shoal	4¾	Loaded. Sound medium to loud. Speed 10 miles.
Wm. G. Mather	Sept. 4	Detour Elec. Bell	1	Loaded. Sound faint. Speed 10 miles.
Wm. G. Mather	Sept. 17	Southeast Shoal	8	Loaded. Direction within ½ point. Speed 10 miles.
J. H. Sheadle	July 6	Southeast Shoal	2½	Loaded. Good direction. Speed 10 miles.
J. H. Sheadle	July 15	Southeast Shoal	4½	Loaded. Direction O. K. Good tone. Speed 10 miles.
J. H. Sheadle	July 18	Southeast Shoal	1	Light. Speed 11 miles.
J. H. Sheadle	Aug. 1	Southeast Shoal	—	Loaded. Rough weather and sea. Speed 10 miles.
J. H. Sheadle	Aug. 5	Southeast Shoal	1	Light. Speed 11 miles.
J. H. Sheadle	Aug. 17	Detour Elec. Bell	¾	Loaded. Speed 10 miles.
J. H. Sheadle	Aug. 19	Southeast Shoal	1¾	Loaded. Sound medium. Speed 10 miles.
J. H. Sheadle	Sept. 3	Southeast Shoal	5½	Loaded. Located L. V. by bell. Speed 10 miles.
J. H. Sheadle	Sept. 11	Southeast Shoal	5½	Loaded. Sound loud. Speed 10 miles.
J. H. Sheadle	Sept. 24	Southeast Shoal	5½	Loaded. Good direction. Speed 10 miles.
J. H. Sheadle	Sept. 26	Southeast Shoal	3	Light. Sound faint. Speed 11 miles.
J. H. Sheadle	Oct. —	Southeast Shoal	6	Loaded. Very satisfactory to captain. Speed 10 miles.
M. A. Hanna	Aug. 15	Detour Elec. Bell	3	Loaded. Good direction. Speed 10 miles.
M. A. Hanna	Aug. 25	Southeast Shoal	5	Loaded. Good direction. Speed 10 miles.
M. A. Hanna	Sept. 2	Southeast Shoal	5	Loaded. Sound faint. Speed 10 miles.
M. A. Hanna	Sept. 3	Detour Elec. Bell	1⅛	Loaded. Sound faint. Speed 10 miles.
M. A. Hanna	Oct. 12	Lake Huron	7½	Loaded. Fine direction. Best test ever had. Speed 10 miles.
M. A. Hanna	Oct. 12	Southeast Shoal	7½	Loaded. Fine direction. Speed 10 miles.
M. A. Hanna	Oct. 20	Southeast Shoal	5	Loaded. Rough sea, good direction. Speed 10 miles.
H. H. Rogers	Aug. 21	Detour Elec. Bell	2	Light. Sound faint. Speed 10 miles.
Castalia	Aug. 4	Detour Elec. Bell	1¾	Loaded. Speed 10 miles.
Castalia	Aug. 5	Southeast Shoal	6	Loaded. Good direction. Speed 10 miles.
Castalia	Aug. 12	Southeast Shoal	5	Loaded. Good direction. Speed 10 miles.
Castalia	Aug. 22	Southeast Shoal	5½	Loaded. Good direction. Speed 10 miles.
Castalia	Aug. 24	Southeast Shoal	6	Loaded. Speed 10 miles.
Castalia	Aug. 26	Detour Elec. Bell	2½	Loaded. Sound faint. Speed 10 miles.
Castalia	Sept. —	Detour Elec. Bell	2½	Loaded. Sound faint. Speed 10 miles.
Castalia	Sept. 5	Detour Elec. Bell	5½	Loaded. Speed 10 miles.
Castalia	Sept. 10	Southeast Shoal	6½	Loaded. Sound faint. Speed 10 miles.
Castalia	Sept. 19	Lake Huron	7	Loaded. Smoky. Speed 10 miles.
Castalia	Sept. 20	Southeast Shoal	6½	Loaded. Speed 10 miles.
Castalia	Sept. 25	Southeast Shoal	6	Loaded. Speed 10 miles.
Castalia	Oct. 9	Southeast Shoal	6½	Loaded. Speed 10 miles. Located L. V. by submarine bell.
Castalia	Oct. 11	Southeast Shoal	—	Loaded. Located L. V. by submarine bell. Speed 10 miles.
Houghten	Aug. 29	Detour Elec. Bell	¾	Good direction. Speed 9 miles.
Houghten	Oct. 28	Gray's Reef	5¾	Located L. V. by bell. Speed 8 miles.
Houghten	Nov. —	Lake Huron	5	Speed 9 miles.
S. F. B. Morse	July 6	Southeast Shoal	3½	Loaded. Good direction. Speed 10 miles.
S. F. B. Morse	July 11	Southeast Shoal	5½	Loaded. Good direction. Speed 10 miles.
S. F. B. Morse	July 26	Detour Elec. Bell	2½	Loaded. Good direction. Speed 10 miles.
S. F. B. Morse	Aug. 2	Detour Elec. Bell	1¾	Loaded. Captain thinks bell should be set out further. Speed 10 miles.
S. F. B. Morse	Aug. 3	Southeast Shoal	8	Loaded. Good direction. Speed 10 miles.
S. F. B. Morse	Aug. 11	Detour Elec. Bell	3⅞	Loaded. Good direction. Speed 10 miles.
S. F. B. Morse	Aug. 28	Southeast Shoal	7½	Loaded. Direction good. Speed 10 miles.
S. F. B. Morse	Sept. 17	Southeast Shoal	8	Loaded. Direction good. Speed 10 miles.
Fairbairn	Oct. 23	Lansing Shoal	5¾	Fine direction.
Fairbairn	Oct. 30	Southeast Shoal	5½	Fine direction.
Fairbairn	Oct. —	Lansing Shoal	7	Fine direction.
Rensselaer	July 6	Southeast Shoal	2½	Loaded. Good direction. Speed 10 miles.
Rensselaer	Aug. 31	Southeast Shoal	7¾	Loaded. Direction good. Speed 10 miles.
Rensselaer	Sept. 21	Southeast Shoal	7	Loaded. Direction poor. Speed 10 miles.
Rensselaer	Sept. 22	Southeast Shoal	2½	Light. Speed 11 miles.
Rensselaer	Oct. 11	Southeast Shoal	5½	Loaded. Speed 10 miles.
Rensselaer	Oct. 12	Southeast Shoal	4	Light. Speed 11 miles.
Rensselaer	Nov. 12	Southeast Shoal	7	Very good direction. Speed 11 miles.
Rensselaer	Nov. 13	Southeast Shoal	7½	Very good direction. Speed 10 miles.

Average—Light, 2⅛ miles. Loaded, 5.05 miles.

inspection the number of officers and men that must be employed. Another bill was introduced, outlining the qualifications of able seamen, requiring among other things, that a certain percentage of the crew must have three years' service on deck and fixing a minimum age limit of 19 years.

It had previously been the practice of the inspectors to make entries in the certificates of inspection indicating the number of officers and crew to be carried, but a court decision had been handed down, ruling that no legal authority was vested in the inspectors for such practice. As a result several bills were introduced in Congress, including the above, in which it was designed, among other things, to classify the crews, specify their qualifications, and limit their hours of service.

A number of hearings were held by the committee on merchant marine and fisheries which were attended by your president and counsel, with other members of the association and representatives of other marine interests from the rivers and coasts and these bills were vigorously opposed. The result was that a new bill was prepared and substituted for all of the other bills upon this subject. This bill, which was passed by Congress and became effective July 1, 1908, eliminated the provisions as to classification of vessels, hours of work, and qualifications of seamen, and conferred upon the local inspectors the authority and duty of specifying in each vessel's certificate the number of men which shall be carried in its crew. In other words, the bill which was passed simply legalized the practice which had obtained for years, but for which no authority had existed in law.

During the past season from April 9 to Dec. 9, a period of 245 days, 21,201 vessels of all kinds passed the Limekilns, equivalent to the passage of a vessel every 16 2/3 minutes.

At the close of 1908 the membership in the association represented a total of 610 vessels of all classes, aggregating 2,002,235 tons. This list embraces 466 steamers, 54 barges and 90 tugs.

The total number of men shipped through the association shipping offices was 23,898 during 1908 as against 15,181 in 1907.

President Livingstone's report concludes with a statement of vessel construction on the great lakes during 1908 and the program so far announced for 1909, together with the vessel losses for the past year. Obituaries are also published of James Corrigan, Frank L. Vance and Peter White.

The British steamer Daghestan, owned by the Hindustan Steamship Co., of Sunderland, Eng., was run down and sunk off Sandy Hook last week by the British freighter Catalone. The accident occurred in a fog. The Daghestan sank slowly and her crew was able to launch the boats and pull away to a safe distance before she settled on the bottom. They were afterward taken on board the Catalone and later removed by pilot boat to New York.

The T. A. Scott Co., New London, Conn., has been awarded a contract for certain additional work on the crib of the lighthouse at Southwest Ledge. This company's bid of $675 was the only one submitted.

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PACIFIC COAST NOTES.

Office of the MARINE REVIEW,
302 Pioneer Bldg., Seattle, Wash., Jan. 15.

The Moran Co., Seattle, has been awarded the contract for the construction of three light draught stern wheel wooden steamers to be built for service on the Copper river and Chitina river, Alaska, carrying supplies and material for the new Copper river railroad. The boats are being built for the Katalla Co., Seattle. The price was not made public. Work on the new steamers will commence at once and will be completed without delay; it is expected that the vessels will be completed ready for shipment north by May 1, so as to be in the rivers when navigation opens. The contract calls for the vessels complete with hulls, cabins, machinery and equipment. One of the two boats will be 120 ft. in length and the other two 90 ft. each. The vessels will draw from 20 in. to 2 ft. of water. They will be shipped knocked down and erected on the ground. The new steamers will be named after rivers in the Copper river country. The Moran Co. has received further advices regarding the submarine torpedo boats which it is to build for the Electric Boat Co. While it is probable that four of the submarines will be constructed by the Moran Co. this has not been settled definitely; it is certain however that this company will construct two of the boats. The Moran Co. has also under way a steel coasting steam schooner which will probably be completed in April.

A definite decision has been reached regarding the overhauling of the six old sailing ships recently purchased by the Coastwise Steamship & Barge Co. for freighting rock from Port Orchard, Puget Sound to Grays harbor, where it will be used in the new government jetty. The ships which were purchased are: Palmyra, Big Bonanza, Charger, James Drummond, St. James and Carondolet. The work of dismantling and converting into towing hulks of the St. James, James Drummond and Carondolet has been given to Philip D. Sloan. The price of the work is about $10,000 and it will be finished by April 1. The ships are 217 ft. long and have an average capacity of 1,500 tons. The barges will be finished with two decks and three working hatches. The hatches will be 31 ft. 10 in. by 18 ft. 10 in. and the combings, built from 16 x 18 in. timbers, will extend on either side of the hatches for the full length of the decks. The other three vessels, Palmyra, Big Bonanza and Charger, will be converted by the Coastwise Steamship & Barge Co., at its own yards at Smith Cove.

On account of the unseasonably cold weather shipping on the Columbia river has practically ceased. Above Vancouver, Wash., the river is frozen solid at points, while between Portland and the sea the amount of floating ice is so great as to make navigation extremely difficult and unsafe. The steamship Alliance bound from Portland to Coos Bay was unable to proceed beyond St. Helens. Delays experienced by other vessels have been numerous and exasperating. When the ice breaks in the upper river it is feared that navigation on the lower river will be in worse condition than it is at present on account of the unusual amount of floating ice that will be then set free. The schooner William Bowden was four days making the trip from Astoria to Portland (100 miles) on account of the floating ice and when she arrived at her destination her hull was so badly damaged that the underwriters ordered a survey.

Extensive repairs will be made on the dry dock and yard at Esquimalt, near Victoria, B. C., by the British government. The naval wharves and boatslips will be virtually rebuilt. The repairs will be carried out under the direction of Capt. J. H. Parry, of H. M. S. Egeria. It is now regarded as certain that the imperial government has abandoned the idea of turning the dockyard over to the Dominion authorities and that the departed glory of Esquimalt as the base of a strong British squadron will be restored.

On account of the ice in Columbia river the steamer Majestic was unable to enter the Portland dry dock and so came to Puget Sound for minor repairs Jan. 12. The Majestic is having a piece put in her bow where she was struck by the Yosemite at Astoria recently. It is understood that the Majestic and the Carlos which left San Francisco together Jan. 5 had a test of speed coming up the coast and that the advantage lay with the Majestic.

Reports from Prince Rupert, B. C., have been received indicating that shipping in that vicinity has been damaged and badly handicapped by ice recently. The tug Lottie N. while moored at her anchorage opposite Port Essington wharf was caught in the ice floes and driven ashore on the rocky point above the town. A hole was stove in her side and she sank but her owners have hopes of raising her. The tug Topaz was also driven ashore and turned on her beam ends but being built of steel sustained little damage. The steamer Skeena which has been running up the river from Port Essington for two months has been hauled out of the water for the winter.

The British courts have decided that the British bark Clan Buchanan must pay $10,000 as salvage to the tugs Rose, White Rose and Eagle which saved her from being wrecked in a gale in Barry Roads. The new Canadian Pacific steamer Princess Charlotte has commenced regular service between Victoria and Vancouver, B. C. The service began Jan. 13. As a result the Princess Victoria will run between Seattle and Victoria and the Princess Royal between Seattle and Vancouver hereafter.

The Norwegian ship Hovding, Capt. H. J. Hansen, which finished loading 1,500,000 ft. of lumber at the Weyerhauser mill, Everett, Jan. 8, and bound out for Delagoa bay, South Africa, was seized by the sheriff on a writ of attachment issued by the superior court of Jefferson county. The amount involved is about $400 and it is alleged to be due to Sims & Levy, shipping agents, Port Townsend. Capt. Hansen is alleged to have violated a contract of three years duration to take sailors at $35 each.

The U. S. cable ship Burnside left Seattle Jan. 13, fully equipped to pick up and repair the Alaskan cable which broke at 2:05 p m. Jan. 11.

T. Ishada, representing Mitsui & Co., Tokyo, has arrived in Seattle for the purpose of arranging for an irregular steamship service between Seattle and the orient to be inaugurated by his company. Mr. Ishada also represents the Japanese government and is making arrangements for coaling the four Japanese warships that are to arrive on the Pacific coast in April. The squadron will be composed of two armored cruisers and two training ships and will leave Japan in March, visiting Seattle, San Francisco, Panama and Honolulu.

The bid of the American Ship Windlass Co., Providence, R. I., of $800 for furnishing a steam windlass for the lighthouse tender Jassamine, was the only one received by the lighthouse inspector at Baltimore. This company has been awarded the contract.

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AMERICAN BLOWER CO. AND SIROCCO ENGINEERING CO. CONSOLIDATED.

The American Blower Co., of Detroit, and the Sirocco Engineering Co., of New York, have consolidated.

"Sirocco," in the ordinary application of the word, is the name of the hot and frequently scorching winds which blow over and from the sun-baked deserts of northern Africa and India. Mr. S. C. Davidson, of the Sirocco Engineering Co., Belfast, Ireland, after spending many years in India as a teagrower, devoted his energies to the invention of improved sanitary methods of manipulating and drying of tea, having designed and introduced a drying apparatus which operated by a naturally induced draft of pure, hot air passing through the leaves. As the inventor had personally experienced the "Sirocco" winds during his life in India, the similarity of the hot air blast which he was employing for drying the tea with that of the "Sirocco" winds led to the adoption of the name "Sirocco." Mr. Davidson soon found that each new apparatus from his works was being defined as a "Sirocco" invention; thus the application of the term as a trade mark name for all his specialties evolved itself as a natural consequence.

About 1897 S. C. Davidson, Esq., invented this radically new type of centrifugal fan. The "Sirocco" fans were patented in England in 1898, and in the United States in 1900, and in 1903 they were introduced on the American market by the Sirocco Engineering Co. of New York.

Briefly, the distinguishing features of the "Sirocco" fan reside in its blast wheel or runner. This is of drum form with a large inlet chamber enclosed by numerous blades which are very long, but narrow, and are curved forwardly. Instead of having eight to 16 blades, it usually has 64. Instead of these blades being about the same length and width, they are usually six to nine times as long as they are wide. Instead of being flat or backwardly curved, they are forwardly curved.

The results of these changes are radical. For a given size of wheel at equal speeds, the " Sirocco" discharges about four times the volume of air as former standard types of steel plate fans. For a given duty, the "Sirocco" turbine wheel is only about one-half the diameter of the former standard paddle wheel. The "Sirocco" fan occupies only half the space, saves one-third the weight, and one-fifth the power, and does its work silently.

In public buildings having low ceiling basements or sub-basements, in tunnels where the space for fans must be excavated for, in crowded boiler rooms, and particularly for marine applications, nothing in the same line heretofore produced will meet to a nicety such complicated conditions.

By this consolidation, therefore, the American Blower Co. strengthens the enviable position they already enjoy, as their engine, heater and steam trap departments will receive an inestimable impetus by the increased demand for "Sirocco" blowers, due to the fact that the Sirocco Engineering Co. did not manufacture engines, heaters, steam traps, etc., so universally used in connection with fans and blowers.

The joining of these engineering forces will provide a fulcrum, so to speak, by the use of which those interested can pry out of the mass of conflicting and confusing technicalities, unbiased and authentic data reduced to a common working footing.

Engineers can specify with absolute surety and without hesitancy from tables and data now available at the hands of representatives of or direct from the combined companies.

In anticipation of a general improvement in business, also the necessity for increased foundry facilities, and the consumption of the "ABC"-"Sirocco" consolidation, the American Blower Co. purchased outright during 1908 the complete foundry and plant formerly operated by the Northwestern Foundry & Supply Co., Detroit. The large, triangular-shaped property owned and occupied by the American Blower Co. since about 1881, being entirely covered by buildings by the completion in 1907 and 1908 of a large steel plate fan shop and office addition, the company recently purchased a large tract of land across the street, upon which it is expected new buildings, covering approximately 175 x 300 ft., will be erected.

All business will hereafter be transacted under the style and name of American Blower Co., with main offices at Detroit, Mich. The personnel of the management of the new company is indicative of its foremost position. Mr. James Inglis, the president, has been at the head of the American Blower Co.; Mr. William C. Redfield, the vice president, was president of the Sirocco Engineering Co.; Mr. Charles H. Gifford, the treasurer, was until about a year ago general manager of the B. F. Sturtevant Co., and has had, perhaps, the longest experience of any official at present engaged in this line; Mr. Still, the secretary, is well known, especially among engineers, as chief engineer of the American Blower Co.

PLAN TO CREATE PORT OF SEATTLE.

Preliminary steps were taken recently by the special harbor commision of Washington, appointed by Governor Mead, to create a port of Seattle which shall be similar to the Port of Portland. The Port of Portland is an incorporated body embracing certain territory in the city of Portland and Multonomah county, Oregon, vested with powers of taxation and with authority to improve the harbor facilities of Portland. The members of the commission have appointed a committee, consisting of Scott Calhoun, C. E. Fowler and Capt. A. O. Powell, to draft a bill, which will be presented to the legislature, providing for the appointment of port commissioners and the establishment of port districts by all the seaport towns in the state of Washington. The proposed bill will be drafted at once and submitted to the legislature for action without delay. There is every prospect of the satisfactory passage of the measure.

OSAKA SHOSEN IS BUILDING FLEET.

Plans for the operation of through trans-oceanic service in connection with the new Pacific coast extension of the Chicago, Milwaukee & Puget Sound railway to Tacoma and Seattle, Washington, were announced Jan. 12.

Coincident with the completion of this line, which will probably be by May or June, through service, with semi-monthly sailings, will be inaugurated by that line in connection with the Osaka Shosen Kaisha, an established Japanese steamship line, for the transportation of freight between the United States, Canada and Europe and Asia.

At the present time the Osaka Shosen Kaisha has a fleet of 106 vessels with a total tonnage of 110,000 tons, and maintains a network of regular service along the Japanese, Chinese, Korean and Siberian coasts. For the new line six modern steamships, of 6,000 gross tons each, are at present under construction in Japan.

Advice has been received that the first of these six steamships will be launched at Kobe probably during the current month and will be known as the Tacoma Maru.

Representative Theodore E. Burton, chairman of the rivers and harbors committee, has given it as his opinion that there will be no appropriation for this work by the present congress.

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PIG IRON SITUATION.

Possible tariff revision and added uncertainty as to the attitude of many state legislatures concerning railroads and other corporations are having a depressing effect upon the iron market. The demand for lower prices on finished products is based frequently on the anticiption of lower tariff rates, and the ability of some consumers to estimate how reductions should be made is in some cases surprising. Cast iron pipe interests have been showing almost the only activity in pig iron. Southern furnace interests are holding firmly to the $13 price. The Carnegie Steel Co. has made a contract with the Chicago City Railway Co. which will involve the substitution of many thousand street car steel wheels for cast iron wheels. Railroads are still ordering some thousands of cars into the construction of which steel underframes enter. A considerable number of contracts of moderate size for structural material has been awarded. There is continued weakness in the coke market for prompt shipment, since production is considerably greater than the present demand. Weakness in old material prices is noted, especially in eastern Pennsylvania, Cleveland and Chicago.

OPPOSED TO DAHLIA'S SALE.

Lieut. Com'dr W. A. Edgar, inspector of the ninth lighthouse district, has stirred up vessel owners by announcing the sale at public auction of the lighthouse steamer Dahlia on Wednesday, Feb. 17, at Slip A, Chicago river (Illinois Central freight yards, Chicago). The sale of the Dahlia is not to the liking of vessel owners at all and resolutions have been adopted by the Chicago Ship Masters' Association as well as by the Chicago lodge of the Marine Engineers' Beneficial Association urging that the Dahlia be retained on her station until another tender can be procured. The matter has also been brought to the attention of the Lake Carriers' Association. There are two tenders on Lake Michigan, the Sumac and the Dahlia. It is understood to be the intention of the lighthouse establishment not to replace the Dahlia in the ninth district. This circumstance causes vessel owners much apprehension. Obviously vessel owners are interested in having the buoys placed as early as possible in the spring and allowed to remain as late as possible in the fall. It now takes the two steamers two weeks each spring to place the buoys. It would be impossible for one steamer to do this work within a month.

Last year, for instance, buoys were set in the Green Bay district on May 2. With one steamer it would be necessary to set them in the Straits first and then go over to the Green Bay district and set them from May 15 to May 20. Similarly buoys remained out this year until Dec. 4. It would be necessary to start out not later than Nov. 5 to take them up with one steamer. At all such stages steamers approaching them with the buoys removed would have to wait for daylight and this may mean a delay of getting into port, which would cause a further delay on account of dockage, so that it is easily possible for a vessel to lose three days, which during the close of the season may mean an entire trip. The Lake Carriers' Association has during the last 10 years constantly insisted upon more and better aids to navigation. It has made an especial point of having them remain up to the very close of navigation. Obviously this could not be accomplished on Lake Michigan if the Dahlia is sold and not replaced.

DRY DOCK WORK AT BUFFALO.

Buffalo, N. Y., Jan. 19.—One very plain result of the lake trade this past season is shown in the small amount of work to be done in the dry docks this winter. Buffalo, with its four docks, has usually had all it could do in fixing up injured vessels from fall till spring and sometimes not getting through in time for them to begin the next season, but now with nearly 200 lake vessels laid up here, all sizes included, there is very little to do, and an old dry dock man says that he does not believe there will be 50 per cent of the usual amount of work of that kind to do anywhere on the lakes.

The reason for this is that the movement of vessels was comparatively light last season and there was all the time needed and some to spare all through the season if any of them needed repairs, so that the usual state of things at the close of navigation, with many vessels repaired of injuries in a temporary manner or perhaps not at all, showing leaks and other troubles, did not occur. Almost every vessel was pretty fully repaired at the close of navigation, unless it had been recently injured, and the great haste often found desirable all the season through was not needed last season, so there was no getting out of repairs on account of the rush.

The great need of better dry docks is apparent everywhere, for the steel bottom is usually breached and new plates have to be put in and that is about the whole of it when repairs have to be made. The terms spar making, sail making, calking, and a good many others are fast disappearing from the speech of marine men. It is all steel plates and riveting.

Buffalo has been slow in getting into line for dry dock work and with one dock several years ago increased to 400 ft. long, supposed to be the limit at that time, it is found that there are from 35 to 40 vessels laid up here that cannot get into that dock at all, especially as the old plan of building the dry dock at right angles to the adjacent harbor was still adhered to. As Buffalo creek is only a little over 200 ft. wide at the dry docks, quite a considerable space is lost on that account, all of which shows that unless some effort is made to modernize these works they will have to be laid on the shelf so far as a great part of the most modern part of the fleet is concerned.

The new Buffalo dry dock, which is to take the place of two old ones, will not only be 615 ft. long, but will be placed slantwise alongside of Buffalo creek, which will make it possible to use the full length. The work on the dock, which was supposed to require a year at least when it was begun last fall, is progressing very satisfactorily, with prospect of being completed by midsummer. Already some of the excavation is done and the permanent shell of the dock is going in.

An idea of the work to be done on the new dock is shown by the fact that after all the excavated earth had been disposed of in the vicinity that is needed there will be 33,000 cubic yards to throw into the lake. This alone requires considerable work, for the scows go several miles up from the harbor entrance to find a dumping ground. Some lake men are wondering why this great dock is to be built of wood, when cement seems to be the favorite building material, but that is a matter for the owners to settle, as the usefulness of the dock would be much the same either way.

That other lake ports are awake to the need of larger docks is shown by the report that the Toledo Ship Building Co. is preparing to put a 600-ft. concrete dock in place of the old Craig dock there, when it will have two of maximum size. So far as can be learned the operations here and at Toledo about cover the large enterprises of that sort. There is considerable talk about the size of the lake vessels and it appears that a Buffalo vessel owner about hit the mark several years ago when he said that he did not expect to see any craft running over 600 ft. in length and 15,000 tons capacity. There

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are a few vessels exceeding these dimensions somewhat, but it remains to be seen whether they have not exceeded the proper limit.

One great difficulty is that modern harbors are not suited to vessels any larger than those of the present fleet and it is found that a great deal of patience and calculation have to be exercised now to get along. Certain slips are found to be too short for unloading the larger vessels and when they are long enough it is merely by dint of allowing the vessel to jut out across the stream adjacent and cut off navigation while it is unloading. To add much more length would mean demoralization.

JOHN W. CHAMBERLIN.

OBITUARY.

Gibson L. Douglass, vice president of the Western Transportation Co., and for many years one of the most prominent managers of traffic on the lakes, died last week at his residence, 215 Highland avenue, Buffalo. Mr. Douglass was nearly 70 years of age, having been born in Chazy, N. Y., on Jan. 22, 1839, had been in poor health for several years and his death had been momentarily expected for some time.

Mr. Douglass entered the employ of the Western Transportation Co. as a clerk in its Troy, N. Y., office at the age of 19 years. In 1865 he succeeded to the management of the Troy agency, which position he held for upwards of 15 years, during part of which time he also represented the New York Central & Hudson River as agent for the Blue Line, and subsequently the Merchants' Dispatch Transportation Co. From 1872 to 1877 he was also the Troy agent for the Northern Transportation Co., a canal-and-lake line doing business between New York city, northern New York and Canada, via Champlain canal and Lake Champlain. He was a director of this company and also at one time general superintendent.

In 1881 he was appointed general freight agent of the Western Transportation Co., with headquarters in New York, and when the New York Central purchased the organization in 1884 and it became the Western Transit Co., he continued to represent them until 1890, when he enlarged his field of usefulness by accepting the position of manager of the floating property and elevators of the New York Central and West Shore railroads in New York harbor.

In January, 1897, he was elected vice president and general manager of the Western Transit Co., since which time he has had charge of the entire business of the Western Transit Co., and also the City and Niagara elevators.

Mr. Douglass is survived by his wife, one daughter, Mrs. Arthur Crone, of Plainfield, N. J., and five sons, Edwin T. Douglass and Robert F. Douglass, both of Buffalo; Dr. Beaman Douglass, of New York; Gibson L. Douglass Jr., of Duluth, and Walter J. Douglass, of Ogdensburg.

SHIPBUILDING IN BALTIMORE.

The ship yards of Baltimore find that their output for the year 1908 is valued at more than $1,000,000 less than the tonnage produced at that port during the year 1907. The 1907 output had an aggregate value of more than $2,500,000, this being an increase of $1,000,000 over the value of tonnage produced in 1906.

Thirty-nine vessels were built in Baltimore during 1908, the total value of which amounts to $1,476,900. The aggregate tonnage is 19,356.

The Maryland Steel Co., at Sparrow's Point, was the largest producer, building eight steel vessels with an aggregate tonnage of 11,899, valued at $1,375,000. These vessels were: Raritan, Galveston and Navesink, sea-going suction dredges for the United States engineer corps; a hull for the pipe line dredge Morgan, for the same department; three steel dump barges for the Isthmian canal commission; steam lighter No. 154 for the Pennsylvania Railroad Co.

Other Baltimore yards produced tonnage as follows: William E. Woodhall & Co., two 80-ft. open lighters; Booz Bros., one 80-ft. open lighter; Charles L. Rohde & Sons Co., six open lighters, two covered lighters, one pile driver, two derrick lighters, two pontoons and one elevator dredge; Oliver Reeder & Son, wooden tug Howard Reeder, three open lighters; Skinner Ship Building & Dry Dock Co., two covered lighters, one open lighter, one railroad pontoon; Chesapeake Marine Railway Co., two covered lighters and two open lighters; Spedden Ship Building Co., two open lighters.

The Southern Pacific Railway Co. has recently completed and put in service the ferry steamer Melrose, built at its yards at Oakland, Cal. She is 273 ft. long, 423 ft. beam and has a gross tonnage of 2,662. Another stern-wheeler, to be called Navajo, is also building by the Southern Pacific for use on the Sacramento river. She is expected to be one of the fastest of her kind on the coast.

SHIP YARD NOTES.

The Hutton Machine Works, Seattle, Wash., is constructing the engine for the steamer Daring, now being built at the yard of Crawford & Reid at Tacoma. The engine is designed for 200 revolutions per minute with 250 pounds of steam and has cylinders of 10, 17¼ and 28 in. x 16 in. stroke.

Bids received by the lighthouse inspectors at San Francisco, Cal., for making repairs to light vessel No. 76, were as follows: W. A. Boole & Son, Inc., San Francisco, Cal., $2,291; Union Iron Works, San Francisco, $2,475.70; Moore & Scott Iron Works, San Francisco, $2,896.50; Ker-Lloyd Iron Works, San Francisco, $3,193.50; Risdon Iron & Locomotive Works, San Francisco, $3,673.

Bids received by Col. Dan C. Kingman, of the corps of engineers, Savannah, Ga., for making repairs to the government dredge Savannah, were as follows: Kensington Ship Yard Co., Philadelphia, Pa., $12,077; Merrill-Stevens Co., Jacksonville, Fla., $12,570; Newport News Ship Building & Dry Dock Co., Newport News, Va., $12,726; Maryland Steel Co., Sparrow's Point, Md., $13,182; William Kehoe & Sons, Savannah, Ga., $14.145.

The Newport News Ship Building & Dry Dock Co., Newport News, Va., has recently been awarded two important repair contracts. One is for the British steamship Cartago, which was for several weeks ashore off the coast of Nova Scotia. She will need about 150 new plates and other overhauling to the amount of $100,000. It will take about six weeks to complete this work. The other contract is for effecting repairs to the steamer Julia Luckenbach, owned by Lewis Luckenbach, of New York, which was damaged in a collision with the steamer Camaguey off the Capes of Virginia. The repairs to the Luckenbach will amount to about $6,000.

Cook & Lake, Ballard, Wash., are building for the Alaska Commercial Co., of Seattle, a river steamer and two barges for service on Alaskan rivers. The steamer is to be 110 ft. in length, 24 ft. beam and 4 ft. deep. She is to have accommodations for 60 passengers and will carry 50 tons of freight on a draught of 24 in. The hull of this steamer is being built on the largest of the two barges, which has a length of 100 ft. and a beam of 30 ft. The machinery for the steamer is being built by the Willamette Iron & Steel Works, at Portland, Ore., and is to be shipped to the north on the smaller of the two barges. On arrival at Seldovia the steamer will be launched and the machinery installed. The smaller barge is 65 ft. long and 20 ft. beam.

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TWO NEW PRODUCTS OF GLIDDEN VARNISH CO.

The Glidden Varnish Co., of Cleveland, has brought out, after exhaustive tests, experiments and research work, covering the past year and a half, two products of unusual merit and interest to the marine industry.

Chinese wood oil has been the base of the preservative coatings used in the orient for centuries back; this oil, unlike linseed oil, has powerful natural drying properties and for that reason it does not require the oxidizing or drying agents, such as litharge, manganese, red lead, umber, etc., to produce the quick-drying properties, as is the case with linseed oil. Naturally these powerful oxides have a chemical action upon the structure of linseed oil in oxidizing same, the consequence being the life and durability of the oil are consumed and burnt up, which means shorter life paint or preservative coating.

The Glidden Varnish Co. has been using Chinese wood oil for over 10 years, being among the first American concerns to investigate this product, as pertaining to the varnish and allied industries, and it has made most rapid strides in bringing out the unusual merits of Chinese wood oil as a preservative coating for iron, steel and wood. This oil is the base of its wood oil marine coatings, which have been used upon fresh and salt water crafts during the past season with most excellent results. Its wood oil marine coatings have the following desirable features:

Unusual brushing and working properties, most excellent drying properties, unusual durability and gloss and most excellent covering capacity. These marine coatings also have the desirable feature of being brushed upon the surface and flowing out free from brush marks, which is a good point, especially in the outside finishing of the cabins in white.

The other product of the Glidden Varnish Co. which is attracting unusual attention is its water and oil-proof cement and concrete floor dressing, which material is especially adapted for the finishing of cement and concrete floors of ships. This material seals the pores or voids with a mineral pigment, thus preventing the absorption of moisture, oil, grease and disease germs. It arrests dust formation, due to frictional wear, and produces a finish impervious to water and oils.

This material must not be confused with paint or like products, as it is composed of elements distinctly waterproof in themselves. Its uses are varied from a standpoint of damp-proofing cement and concrete construction and it will undoubtedly appeal to cement and concrete engineers, who are daily dealing with questions of waterproofing tunnels, subways and similar work.

This product can be applied over damp surfaces, which feature is of unusual interest and value as a preservative coating and finish for cement and concrete work as pertaining to tunnels, subways, aqueducts and retaining walls. It makes a most excellent finish for the concrete abutments at approaches to railway stations, as it will immediately convert dingy, discolored and stained cement and concrete surfaces into a bright, clean, uniform color, sanitary and attractive in appearance and in harmony with the general surroundings of modern stations.

Owing to the water and oil resisting properties of this product, it is finding many uses as for engine room floors, as also floors of railway stations, roundhouses, storehouses, etc.

The Glidden Varnish Co. will be pleased to place samples of its new products with the marine trade, railways and constructing engineers, gratis, upon request.

NEW CHARTS.

The United States Lake Survey has recently published new editions of four charts pertaining to its series of over 120 navigator's charts covering the great lakes. These charts are lithographs in colors from special engravings or drawings, prepared from government surveys.

The new editions, all in Lake Michigan waters, are as follows:

New engraving of north end of Lake Michigan, above an east-and-west line cutting the east shore north of Portage Lake harbor and the west shore south of Kewaunee, extending thence to Mackinac Island in the Straits and embracing the whole of Green Bay; scale 1:240,000 (1 inch = about 3¾ miles). This chart is of decided value to vessels navigating the dangerous waters in vicinity of the Beaver Island group and the Manitous, and to those running to Green Bay ports. The many new shoals found by the lake survey since 1901, and important modifications of sailing routes occasioned thereby, are incorporated.

New engraving of Waukegan Harbor, Ill., showing entrance channel and inner harbor, plat of the town, and the bordering hydrography of Lake Michigan; scale 1:8,000 (about 8 in. to the mile). Prepared from special survey of 1907, with corrections included to date of issue.

New engraving of Sturgeon Bay, canal, and harbor of refuge, showing this entire waterway connecting Lake Michigan and Green Bay, and the adjacent waters at either side; scale 1:30,000 (2⅛ in. to the mile); also having enlarged insets of canal entrance and of town of Sturgeon Bay on scale 1:10,000 (6⅜ in. to the mile). It embodies recent surveys, channel improvements, and amended sailing lines from both ends of the waterway.

Revised photolithograph of Chicago lake front, scale 1:30,000, covering the lake shore and adjacent hydrography and topography from 3½ miles north of the Chicago river southward to about five miles below Calumet river, as well as the navigable reaches of the two rivers. Recent surveys, harbor improvements, and amended sailing courses have been added.

WINTER MOORINGS OF LAKE VESSELS.

SOUTH HAVEN, MICH.

Str. City of Kalamazoo
Str. City of South Haven
Str. Glenn
Str. Petoskey
Str. Williams, H. W.

SPRING LAKE, MICH.

Str. Walsh, Lizzie

STURGEON BAY, WIS.

Sch. Williams, Eben

SUPERIOR, WIS.

Str. Laughlin, James
Str. Mather, Samuel
Str. Mills, D. O.
Str. Morse, J. C.

THOROLD, ONT.

Str. Algonquin
Str. Iroquois

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American Injector Co..... 3
American Line 50
American Manganese Bronze Co. 49
American Ship Building Co... 4
American Ship Windlass Co.. 2
Armstrong Cork Co..... 45
†Asbestos Composition Flooring Co. ..... —
†Ashton Valve Co..... —
Atlantic Works, Boston..... 50
†Atlantic Works, Inc., Philadelphia ..... —

Babcock & Penton..... 49
Baker, Howard H., & Co..... 38
Belcher, Fred P..... 48
*Boat Handling Gear Co..... 51
Boland & Cornelius..... 48
*Boston & Lockport Block Co. 43
†Boucher Mfg. Co., The H. E. —
Bowers, L. M., & Co..... 43
Breymann, G. H., & Bros..... 39
Briggs, Marvin 38
†Brown Hoisting Machinery Co. ..... —
Buffalo Dredging Co..... 39
Buffalo Dry Dock Co..... 5
Bunker, E. A..... 52

Calvin Co., The..... 35
†Camden Anchor-Rockland Machine Co. ..... —
Chase Machine Co..... 36
Chicago Ship Building Co.... 4
†C. & C. Electric Co..... —
Cleveland City Forge & Iron Co. 50
*Collingwood Ship Building Co. 9
†Columbian Rope Co..... —
Continental Iron Works..... 2
†Copeland Co., E. T..... —
Cory, Chas., & Son..... 50
Cook's Sons, Adam..... 45
Cramp, Wm., & Sons S. & E. B. Co. 8
†Crescent Machine Co..... —
Curr, Robert 49

Dake Engine Co..... 3
Davey, W. O., & Sons..... 43
Delany, P., & Co..... 37
Detroit Ship Building Co..... 4
Dixon, Joseph, Crucible Co... 43
Donnelly Salvage & Wrecking Co. 45
Douglas, G. L., Jr..... 48
Drein, Thos., & Son..... 45
Dunbar & Sullivan Dredging Co. 39
†Durable Wire Rope Co..... —

Ekstrom, G. 49
Elphicke, C. W., & Co..... 48
†Empire Ship Building Co... —

Falls Hollow Staybolt Co..... 35
Fix's, S., Sons..... 50
Fletcher, W. & A., Co..... 50
Fogg, M. W..... 45
Fore River Ship Building Co.. 50
Furstenau, M. C..... 49

General Electric Co..... 52
Gilchrist, Albert J..... 48
*Gillett & Eaton..... 38
Glidden Varnish Co.....Cover
†Goldschmidt Thermit Co.... —
Goulder, Holding & Masten.. 48
Great Lakes Dredge & Dock Co. 39
Great Lakes Engineering Wks. 12
Great Lakes Register..... 11
†Great Lakes Supply Co..... —
Great Lakes Towing Co..... 11
†Griscom-Spencer Co. ..... —

Hall, John B..... 48
Hanna, M. A., & Co..... 41
Hawgood, W. A., & Co..... 48
†Hayward Co., The..... —
Helm, D. T., & Co..... 48
Holmes, Samuel 48
Hoyt, Dustin, Kelley, McKeehan & Andrews..... 48
Hunt, Robert W., & Co..... 49
Hutchinson & Co..... 48
Hyde Windlass Co..... 51
Hyner, P. D..... 48

†Ideal Pump Governor Co.... —
International Mercantile Marine Co. 50

Jenkins Bros. 52
Jenkins, Russell & Eichelberger 48
Johnston Brothers..... 37

Kahnweiler's Sons, David..... 45
Katzenstein, L., & Co..... 45
Kidd, Joseph 49
Kingsford Foundry & Machine Works 37
Kremer, C. E..... 48
Knudsen-Von Kothen Mfg. Co. 51

*Le Mois Scientifique et Industrial .....
†Linch, Chas. S., N. A. & M. E. ..... —
Lorain Coal & Dock Co..... 49
Lundin, A. P..... 52

McCarthy, T. R..... 48
McCurdy, Geo. L..... 35
McIntyre & Henderson..... 43
MacDonald, Ray G..... 48
Manistee Iron Works Co..... 37
Manitowoc Boiler Works..... 37
*Marine Iron Co..... 50
Marshall, Alexander 48
Martin-Barriss Co. 35
Maryland Steel Co..... 10
Mehl, Edward 48
†Michigan Lubricator Co..... —
Milwaukee Dry Dock Co..... 5
Mitchell & Co..... 48
Moran Co., The..... 9
Morse, A. J., & Son..... 45

Nacey & Hynd 49
National Cork Co..... 41
*National Tube Co..... 41
Nevins & Smith..... 49
Newport News Ship Building & Dry Dock Co..... 6
†New York Mallet & Handle Works ..... —
New York Ship Building Co.. 7
†Nicholson Ship Log Co..... —
Northern Dredge Co..... 39

O'Connor, J. J..... 48
Otis Steel Co..... 3

Parker Bros. Co..... 48
†Peckham, O. P..... —
Penberthy Injector Co..... 52
Pickands, Mather & Co..... 41
Pittsburg Coal Co..... 41
*Pittsburg Forge & Iron Co. 11

Quintard Iron Works Co..... 50

Richardson, W. C..... 48
*Ritchie, E. S., & Sons..... 50
Roberts Safety Water-Tube Boiler Co. 37
Roelker, H. B..... 45
†Rogers Steam Oil Separator Co. ..... —
Root, W. O..... 49
Ross Valve Co..... 51

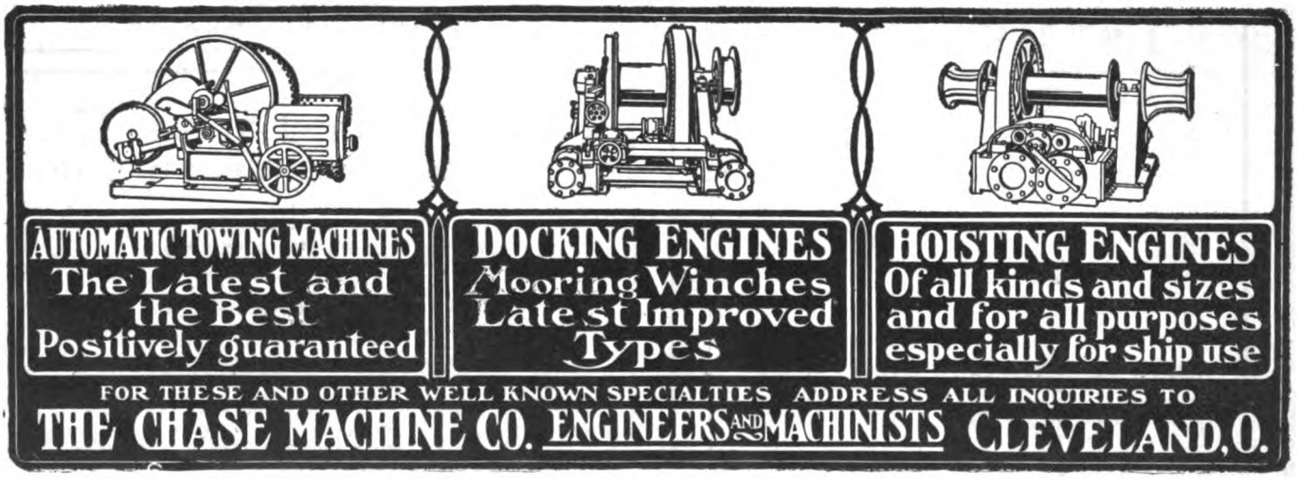
Safety Car Heating & Lighting Co. 2
Scherzer Rolling Lift Bridge Co. 35
Schrader's, A., Son, Inc..... 45
†Seneca Chain Co..... —
Shaw, Warren, Cady & Oakes 48
*Shelby Steel Tube Co..... 41
(See National Tube Co.)
Sheriffs Mfg. Co..... 43
Shipping World Year Book... 49
Siggers & Siggers..... 50
Smith Coal & Dock Co., Stanley B. 41
Smooth-On Mfg. Co..... 51
Speddy, Joseph H..... 48
Starke, C. H., Dredge & Dock Co. 39
Stratford, Geo., Oakum Co.... 43
Sullivan, M. 39
Sullivan, D. 48
†Superior Iron Works..... —
Superior Ship Building Co.... 4

Thornycroft, John I., & Co... 43
Tietjen & Lang Dry Dock Co. 50
Toledo Ship Building Co.... 5
Trout, H. G..... 43
Truscott Boat Mfg. Co..... 2

Upson-Walton Co. 35
Under-Feed Stoker Co. of America 35

Vance & Joys Co..... 48

*Walker, Thos., & Son..... 3
*Watson-Stillman Co. 51
†Wilby, Carlton .. .. —
Willcox, Peck & Hughes..... 38
†Willoughby, A. B..... —
Wood, W. J..... 49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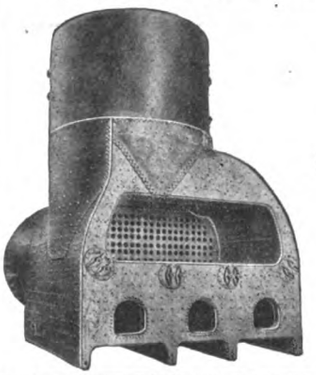

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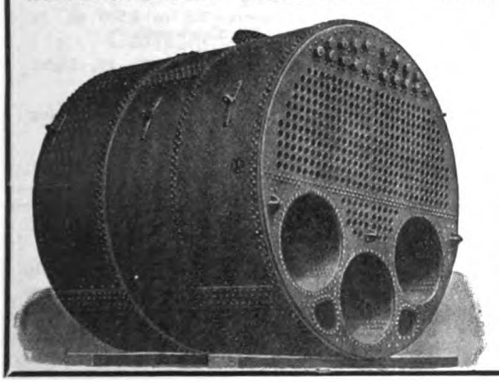

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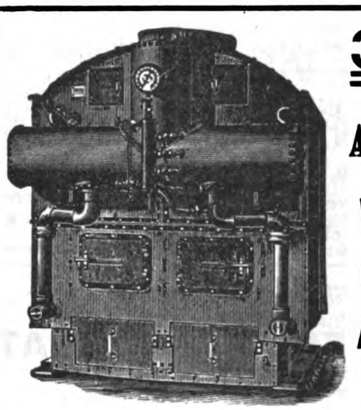

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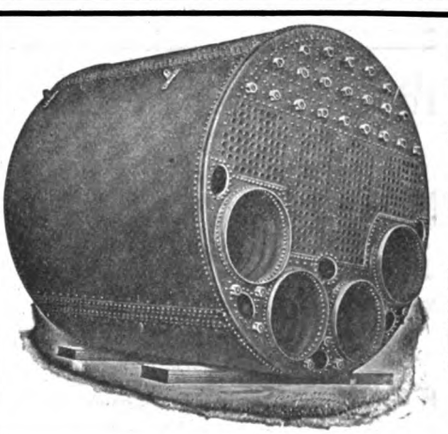

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U. S. Engr. Office, Boston, Mass., Jan. 6, 1909. *To whom it may concern:* Whereas navigation is obstructed and endangered by wrecks of steamers "Germania" and "Reindeer;" canal boats "Geo. D. Cull," "John R. Myers," "North Star," "E. D. Case," "Richmond," "William Parker," "F. J. Bailey," "Governor Roosevelt," "Georgie T." and "Armenia Allore," and by hulks of eight (8) other canal boats, names unknown, in the narrows of Lake Champlain, New York and Vermont: Notice is hereby given that unless otherwise removed within thirty days, they will be removed by the United States under authority of law. Sealed proposals for their removal will be received here until 12 M., Feb. 6, 1909, and then publicly opened. Information on application. Edw. Burr, Lieut. Col., Engrs.

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U. S. Engineer Office, 57 Park St., Grand Rapids, Mich., January 18, 1909. Sealed proposals for repair of South Pier at Frankfort, Mich., will be received here until 3 P. M., February 16, 1909, and then publicly opened. Information on application. M. B. Adams, Col., Engrs.

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Hyner, P. D., Erie, Pa.
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Kremer, C. E., Chicago, Ill.
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Truscott Boat Mfg. Co., St. Joseph, Mich.

BOILERS.

Almy Water Tube Boiler Co., Providence, R. I.
American Ship Building Co., Cleveland, O.
Atlantic Works, East Boston, Mass.
Briggs, Marvin, New York, N. Y.
Chicago Ship Building Co., Chicago, Ill.
Clyde Ship Building & Eng'g Co., Port Glasgow, Scotland.
Copeland Co., E. T., New York. (Copeland Scotch Improved.)
Cramp, Wm., & Sons, Philadelphia, Pa.
Delany, P., & Co., Newburgh, N. Y.
Detroit Ship Building Co., Detroit, Mich.
Fletcher, W. A., & Co., Hoboken, N. J.
Fore River Ship Building Co., Quincy, Mass.
Great Lakes Engineering Works, Detroit, Mich.
Griscom-Spencer Co., New York, N. Y.
Johnston Brothers, Ferrysburg, Mich.
Kingsford Foundry & Machine Works, Oswego, N. Y.
Manitowoc Boiler Works, Manitowoc, Wis.
Maryland Steel Co., Sparrow's Point, Md.
McIntyre & Henderson, Baltimore, Md.
Milwaukee Dry Dock Co., Milwaukee, Wis.
Moran, Co., Seattle, Wash.
New York Ship Building Co., Camden, N. J.
Quintard Iron Works Co., New York, N. Y.
Roberts Safety Water Tube Boiler Co., New York, N. Y.
Superior Ship Building Co., Superior, Wis.
Toledo Ship Building Co., Toledo, O.

BOOKS.

Penton Publishing Co., The, Cleveland, O.

BRASS GOODS.

Michigan Lubricator Co., Detroit, Mich.
Penberthy Injector Co., Detroit, Mich.

BRIDGES.

Scherzer Rolling Lift Bridge Co., Chicago, Ill.

BRONZE.

American Manganese Bronze Co., New York, N. Y.

BRONZE (Manganese).

American Manganese Bronze Co., New York, N. Y.

BUCKETS (Ore and Coal).

Brown Hoisting Machinery Co., Cleveland, O.
Hayward Co., The, New York, N. Y.

BUOYS, BOATS, PRESERVERS, ETC. (Life).

Armstrong Cork Co., Pittsburg, Pa.
Drein & Son, Thos., Wilmington, Del.
Kahnweiler's Sons, David, New York, N. Y.
Lundin, A. P., New York, N. Y.
National Cork Co., Brooklyn, N. Y.

BUOYS (Gas).

Safety Car Heating & Lighting Co., New York, N. Y.

CANVAS.

Baker & Co., H. H., Buffalo, N. Y.
Upson-Walton Co., Cleveland, O.

CAPSTANS.

American Ship Windlass Co., Providence, R. I.
Chase Machine Co., Cleveland, O.
Dake Engine Co., Grand Haven, Mich.
Gillett & Eaton, Lake City, Minn.
Hyde Windlass Co., Bath, Me.

CAPSTANS (Steam).

Chase Machine Co., Cleveland, O.
Gillett & Eaton, Lake City, Minn.

CASTINGS (Brass and Bronze).

Cramp, Wm., & Sons, Philadelphia, Pa.
American Manganese Bronze Co., New York, N. Y.
Great Lakes Engineering Works, Detroit, Mich.
Fore River Ship Building Co., Quincy, Mass.
Griscom-Spencer Co., New York, N. Y.
McIntyre & Henderson Co., Baltimore, Md.

CASTINGS (Steel).

Otis Steel Co., Cleveland, O.

CEMENT. (Iron for Repairing Leaks.)

Smooth-On Mfg. Co., Jersey City, N. J.

CHAINS.

Seneca Chain Co., Kent, O.

CHANDLERS (Ship).

Baker, Howard H., & Co., Buffalo, N. Y.
Great Lakes Supply Co., Buffalo, N. Y., and Duluth, Minn.
Griscom-Spencer Co., New York, N. Y.
Upson-Walton Co., Cleveland, O.

CHARTS.

Penton Publishing Co., Cleveland, O.

CIRCULATORS (Automatic).

Copeland Co., E. T., New York, N. Y.

CLOCKS AND CHRONOMETERS (Marine).

Ritchie, E. S., & Sons, Brookline, Mass.

CLOTH (Waterproof).

Bunker, E. A., New York, N. Y.

COAL (Producers and Shippers).

Hanna, M. A., & Co., Cleveland, O.
Lorain Coal & Dock Co., Cleveland, O.
Pickands, Mather & Co., Cleveland, O.
Pittsburg Coal Co., Cleveland, O.
Toledo Fuel Co., Toledo, O.

COMPASSES.

Ritchie, E. S., & Son, Brookline, Mass.

COMPOUNDS (Lubricating).

Cook's Sons, Adam, New York, N. Y.

CONDENSERS.

Great Lakes Engineering Works, Detroit, Mich.

CONTRACTORS (Dredging).

Breymann & Bros., G. H., Toledo, O.
Buffalo Dredging Co., Buffalo, N. Y.
Dunbar & Sullivan Dredging Co., Buffalo, N. Y.
Great Lakes Dredge & Dock Co., Chicago, Ill.
Northern Dredge Co., Duluth, Minn.
Starke Dredge & Dock Co., C. H., Milwaukee, Wis.
Sullivan, M., Buffalo, N. Y.

CONTRACTORS. (Pile Driving and Submarine.)

Buffalo Dredging Co., Buffalo, N. Y.
Dunbar & Sullivan Dredging Co., Buffalo, N. Y.
Great Lakes Dredge & Dock Co., Chicago, Ill.
Parker Bros. Co., Ltd., Detroit, Mich.
Starke Dredge & Dock Co., C. H., Milwaukee, Wis.
Sullivan, M., Buffalo, N. Y.

CONTRACTORS (Public Work).

Breymann Bros., G. H., Toledo, O.
Buffalo Dredging Co., Buffalo, N. Y.
Dunbar & Sullivan Dredging Co., Buffalo, N. Y.
Griscom-Spencer Co., New York, N. Y.
Great Lakes Dredge & Dock Co., Chicago, Ill.
Starke Dredge & Dock Co., C. H., Milwaukee, Wis.
Sullivan, M., Buffalo, N. Y.

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